

5-10-2001

Meeting Notes 2001-05-10 [Part B]

Joint Policy Advisory Committee on Transportation

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JOINT RESOLUTION OF THE
METRO COUNCIL
AND OREGON STATE HIGHWAY ENGINEER

FOR THE PURPOSE OF CERTIFYING THAT)
THE PORTLAND METROPOLITAN AREA IS)
IN COMPLIANCE WITH FEDERAL)
TRANSPORTATION PLANNING)
REQUIREMENTS)

RESOLUTION NO. 01-3039

Introduced by Councilor Rod Monroe,
JPACT Chair

WHEREAS, Substantial federal funding from the Federal Transit Administration and Federal Highway Administration is available to the Portland metropolitan area; and

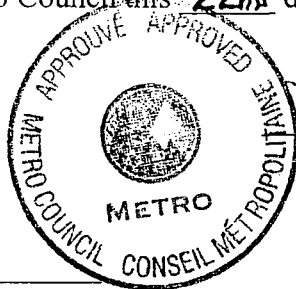
WHEREAS, The Federal Transit Administration and Federal Highway Administration require that the planning process for the use of these funds complies with certain requirements as a prerequisite for receipt of such funds; and

WHEREAS, Satisfaction of the various requirements is documented in Exhibit A; now, therefore,

BE IT RESOLVED,

That the transportation planning process for the Portland metropolitan area (Oregon portion) is in compliance with federal requirements as defined in Title 23 Code of Federal Regulations, Part 450, and Title 49 Code of Federal Regulations, Part 613.

ADOPTED by the Metro Council this 22nd day of March, 2001.



Approved as to form:

Daniel B. Cooper, General Council

David Bragdon, Presiding Officer

APPROVED by the Oregon Department of Transportation State Highway Engineer this

3rd day of April, 2001.

State Highway Engineer

Attachment: Exhibit A – Metro Self-Certification

KT:jf:rmb

C:\Resolutions\2001\UWP 2002\01-3039 Joint Res of Cert.doc (APF 1504)

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL
(RTC)

UNIFIED PLANNING WORK PROGRAM
For

FISCAL YEAR 2002

January, 2001

Southwest Washington Regional Transportation Council
1351 Officers' Row
Vancouver, WA 98661
(360) 397-6067
Fax: (360) 696-1847

RTC's Website: <http://www.rtc.wa.gov>

FISCAL YEAR 2002 UNIFIED PLANNING WORK PROGRAM: INTRODUCTION

Purpose of UPWP

The Unified Planning Work Program (UPWP) is prepared annually by the Southwest Washington Regional Transportation Council (RTC), as designated Metropolitan Planning Organization (MPO) for the Clark County urban area. RTC is also the designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania and Klickitat. RTC's UPWP was developed in coordination with the FY2002 WSDOT Southwest Region transportation planning program. All regional transportation planning activities, as part of the continuing transportation planning process proposed by the MPO/RTPO, Washington State Department of Transportation and local agencies are documented in the UPWP. The financial year covered in the UPWP runs from July 1, 2001 through June 30, 2002.

The UPWP focuses on transportation work tasks that are priorities for federal and/or state transportation agencies, and those tasks considered a priority by local elected officials. The planning activities relate to multiple modes of transportation and include planning issues important to the Regional Transportation Plans (RTPs) for the three-county region and the Metropolitan Transportation Plan (MTP) for the Clark County region. Direction for regional transportation planning activities for FY 2002 and beyond is provided by the federal Transportation Equity Act for the 21st Century (TEA-21) passed in 1998. TEA-21 is the successor to the Intermodal Surface Transportation Efficiency Act (ISTEA) passed in 1991.

Since RTC was established in 1992, the agency's role and program of planning activities has continually evolved. In FY2001 RTC has continued to work closely with local jurisdictions on concurrency, congestion monitoring and Transportation Impact Fee program development. Also in FY2001 the Bi-State Transportation Committee, established in 1999, continued its work to facilitate dialogue and recommendations on bi-state transportation issues. As FY 2002 begins, a large portion of the interstate system in Clark County is still undergoing transportation planning studies through the I-5 Trade Corridor Study, the I-5/I-205 North Corridor Study and the I-205 Strategic Corridor Pre-Design Study.

UPWP Objectives

The UPWP describes the transportation planning activities and summarizes local, state and federal funding sources required to meet the key transportation policy issues of the upcoming year. The UPWP is reflective of the national focus to "encourage and promote the safe and efficient management, operation and development of surface transportation systems that will serve the mobility needs of people, freight and foster economic growth and development within and through urbanized areas". The Program reflects regional transportation problems and projects to be addressed during the next fiscal year. Throughout the year, the UPWP serves as the guide for planners, citizens, and elected officials to track transportation planning activities. It also provides local and state agencies in the Portland/Vancouver Metropolitan Area and RTPO region with a useful basis for regional coordination.

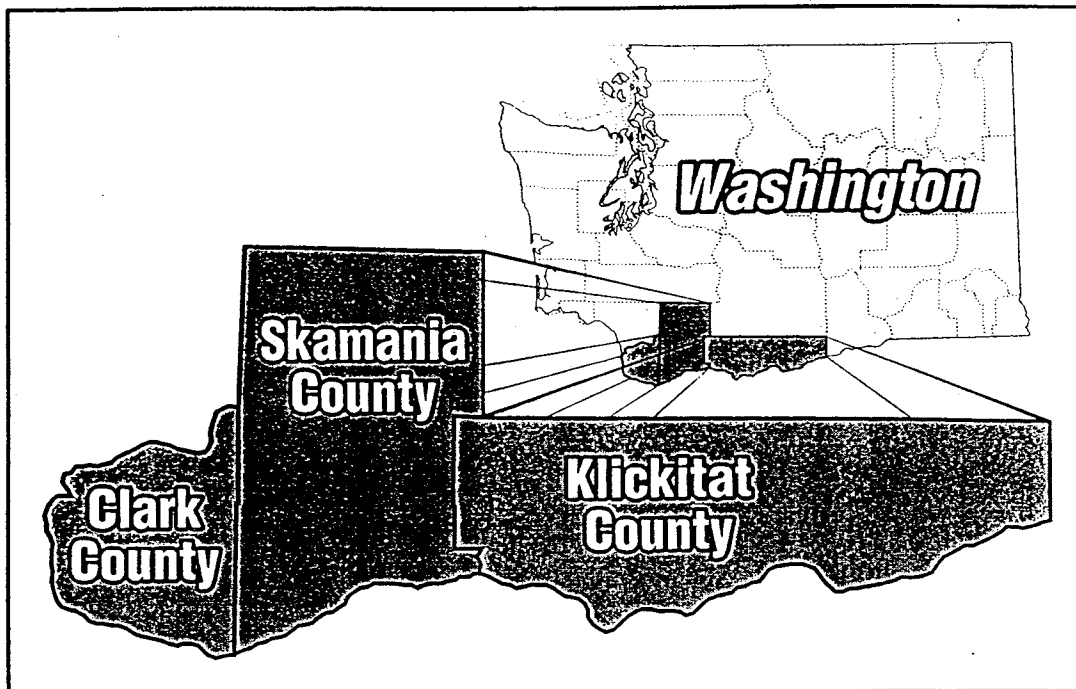
During 2000, the impact of Initiative-695 passed by voters in 1999, began to be felt. The Initiative resulted in the loss of motor vehicle excise tax revenues to transportation which decreased WSDOT's biennial budget by about one-third and C-TRAN's annual operating budget by 40%. City and County local governments, along with other special service districts, also lost revenues. It is possible and even quite likely that state/local transportation funding levels and the decision-making process will again change dramatically in 2001. The Blue Ribbon Commission on Transportation (BRCT) report was released late in 2000 and presented to the Governor and Legislature. The BRCT's recommendations reach across a wide spectrum of transportation policies and focus on funding and the institutional structure that plans, programs and builds transportation projects. The package of recommendations include a set of reforms, actions, and priorities that will meet the common needs and varying challenges of our growing state. The recommendations of the Commission center around six critical elements: 1) establishing benchmarks and performance standards then measuring progress; 2)

increasing accountability and implementing aggressive efficiencies; 3) investing in the basics to keep the statewide transportation system functioning well; 4) empowering regions to fix their own problems by managing and funding improvements; 5) ensuring funding will address needs; and 6) adopting an early action legislative package. How the Legislature may implement the recommendations and how this will affect transportation funding for the next 2001 to 2003 biennium remains to be seen. Regardless of discussions in Olympia and potential legislative changes, the economic growth in our region and the resulting transportation infrastructure investment needs will continue to grow. The transportation infrastructure investment challenges facing our region demand that we continue an aggressive position toward bringing transportation revenues into our region.

Key transportation issues facing the region in FY2002 include:

- Continuing to provide for the rapid growth that the Clark County region is experiencing. Between 1990 and 2000, Clark County's population grew by 45 percent from 238,053 to 345,000. The result of fast-paced growth and slow transportation system investment is a loss of mobility for people and goods due to increasing levels of traffic congestion. The region needs to ensure that the most cost-effective transportation projects are prioritized and moved forward for funding. Successfully competing for funding for the region's priority transportation projects is of paramount importance to the region.
- Implementing the legislature's actions relating to the Blue Ribbon Commission on Transportation recommendations.
- Continuing to face the challenges presented to our state and region caused by the dramatic reduction in transportation funding that has resulted from passage of Initiative 695. The region is faced with reduced transportation revenues to meet growing transportation needs.
- Working to address increasing bi-state transportation needs in cooperation with Metro, Portland, WSDOT and ODOT through the Bi-State Transportation Committee.
- Determining the long-term strategy to provide adequate transportation capacity in the I-5 corridor through the Portland-Vancouver I-5 Transportation and Trade Partnership.
- Updating the Metropolitan Transportation Improvement Program (MTIP) to reflect programming of the region's priority projects.
- Incorporating results of the I-205 Corridor Study and I-5/I-205 North Corridor Study into the Metropolitan Transportation Plan.
- Implementing plans adopted under the Washington State Growth Management Act and implementing the federal Transportation Equity Act for the 21st Century (TEA-21).
- Coordinating with Washington State Department of Transportation on completion of the Washington Transportation Plan update.
- Reviewing and providing technical assistance for local transportation concurrency programs.
- Addressing environmental issues relating to transportation, including seeking ways to reduce the transportation impacts on air quality and water quality.
- Continuing the congestion management monitoring program.
- Further developing and implementing ITS programs within the region including following the Vancouver Area Smart Trek (VAST) program
- Involving the public in identifying transportation needs, issues and solutions in the region.

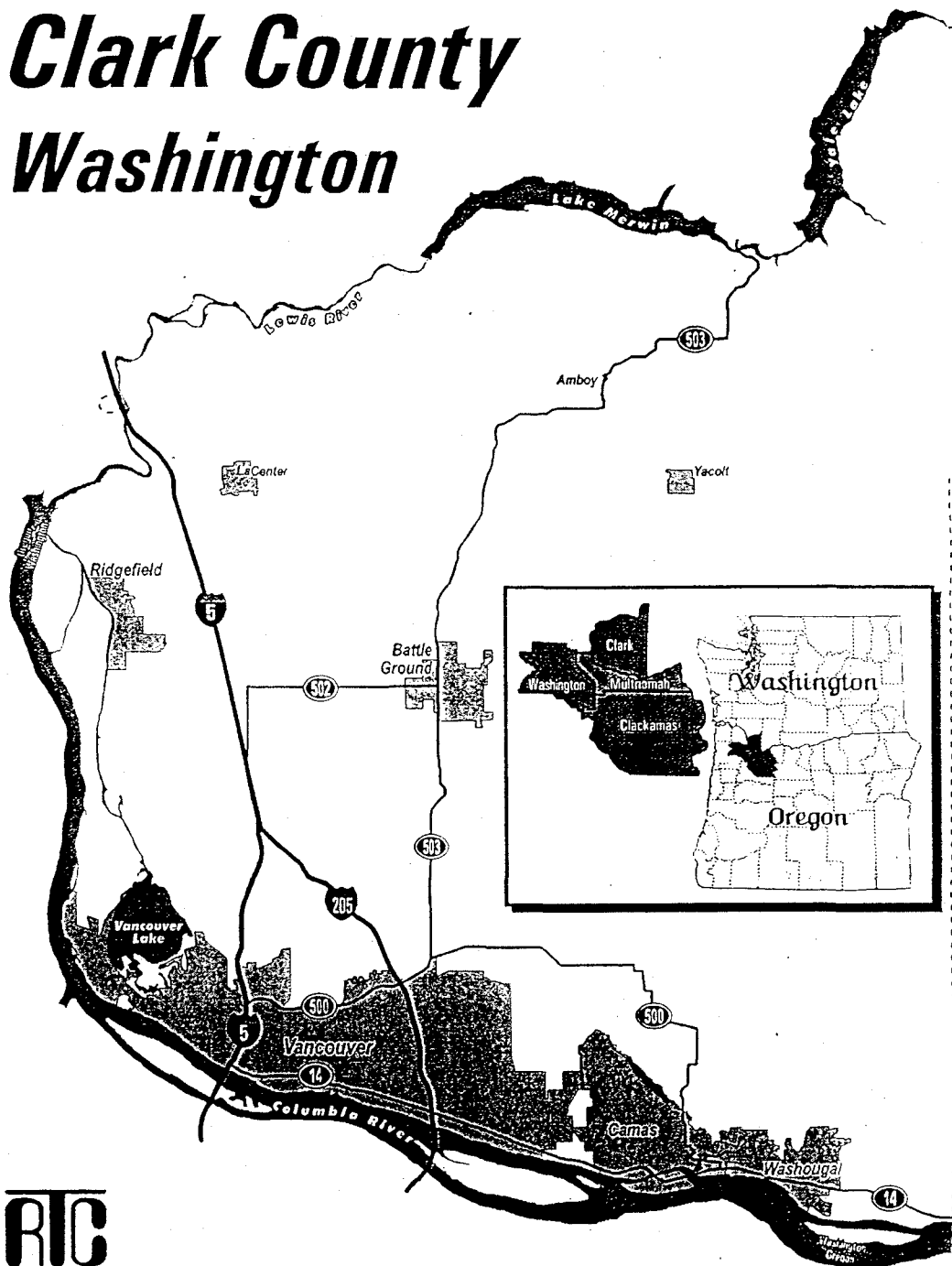
SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)
EXTENT OF RTC REGIONAL TRANSPORTATION PLANNING ORGANIZATION REGION



SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

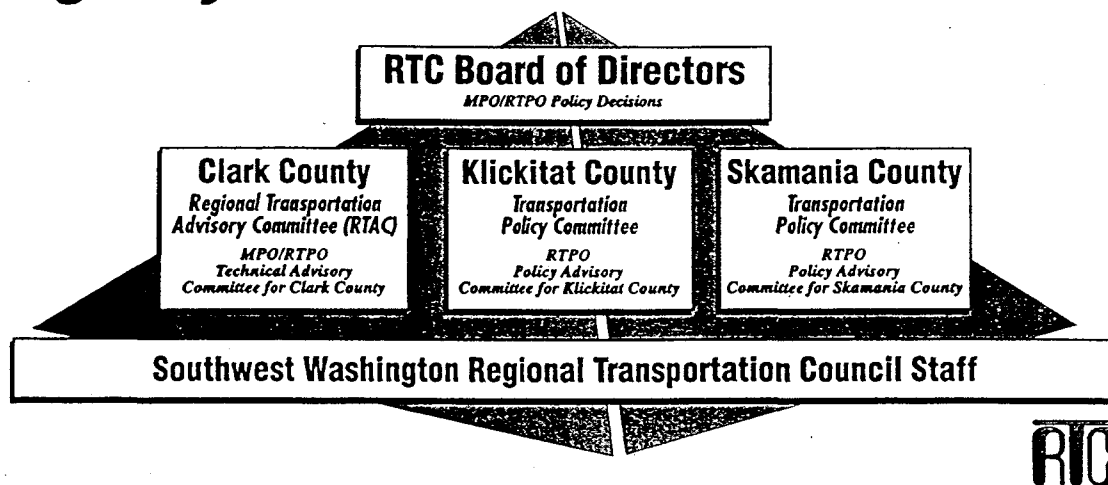
EXTENT OF RTC METROPOLITAN PLANNING ORGANIZATION REGION
SHOWING INCORPORATED AREAS WITHIN CLARK COUNTY

Clark County Washington

**RTC**

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL (RTC)

RTC: AGENCY STRUCTURE

Agency Structure

RTC: TABLE OF ORGANIZATION

Position	Duties
Transportation Director	Overall MPO/RTPO Planning Activities, Coordination, and Management
Sr. Transportation Planner	MTP, UPWP, I-205 and East-West Arterials Study
Sr. Transportation Planner	TIP, Project Programming, RTPO in Skamania and Klickitat Counties, traffic counts
Sr. Transportation Planner	HCT, Bi-State, Air Quality, Management Systems
Sr. Transportation Planner	HCT, Regional Travel Forecasting Model, Air Quality
Sr. Technical Transportation Planner	Regional Travel Forecasting Model
Sr. Technical Transportation Planner	Computer Systems, GIS, Cartography
Administrative Staff: 2½ Positions	General administrative and accounting duties

Participants, Coordination and Funding Sources

Consistent with the 1990 State Growth Management Act legislation, the Regional Transportation Council (RTC) Board of Directors has been established to deal with transportation policy issues in the three-county RTPO region. Transportation Policy Committees for Skamania and Klickitat Counties are in place and a Regional Transportation Advisory Committee (RTAC) for Clark County. (Refer to *Agency Structure* graphic, Page v).

A. Clark County

The primary transportation planning participants in Clark County include the following: the Southwest Washington Regional Transportation Council (RTC), C-TRAN, Washington State Department of Transportation (WSDOT), Clark County, the cities of Vancouver, Camas, Washougal, Ridgefield, Battle Ground and La Center and the town of Yacolt, the ports of Vancouver, Camas-Washougal, and Ridgefield, and two federal agencies, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). In addition, the Department of Ecology (DOE) is involved in the transportation program as it relates to the State Implementation Plan for carbon monoxide and ozone. As the designated MPO for the Clark County Urban Area, RTC annually develops the transportation planning work program and endorses the work program for the entire metropolitan area. RTC is also responsible for the development of the Regional Transportation Plan, the Transportation Improvement Program, and other regional transportation studies, operational and near-term transit planning. C-TRAN regularly adopts a *Transit Development Plan* (TDP) which provides a comprehensive guide to C-TRAN's future development and has information regarding capital and operating improvements over the next six years. The TDP, required by RCW 35.58.2795, outlines those projects of regional significance for inclusion in the Transportation Improvement Program within the region. WSDOT is responsible for preparing *Washington's Transportation Plan*; the long-range transportation plan for the state of Washington. RTC cooperates and coordinates with WSDOT, at the Southwest Region and Headquarters' level, in ensuring that results from regional and local planning studies are incorporated into Statewide plans. RTC and WSDOT also cooperate in involving the public in development of transportation policies, plans and programs. WSDOT, the Clark County Public Works Department and City of Vancouver Public Works Department conduct project planning for the highway and street systems related to their respective jurisdictions. The coordination of transportation planning activities includes local and state officials in both Oregon and Washington. Coordination occurs at the staff level through involvement on advisory committees (RTC's RTAC and Metro's TPAC). Mechanisms for local, regional and state coordination are described in a series of Memoranda of Agreement and Memoranda of Understanding (MOU). These memoranda are intended to assist and complement the transportation planning process:

1. The organizational and procedural arrangement for coordinating activities such as procedures for joint reviews of projected activities and policies, information exchange, etc.
2. Cooperative arrangements for sharing planning resources (funds, personnel, facilities, and services).
3. Agreed upon base data, statistics, and projections (social, economic, demographic) on the basis of which planning in the area will proceed.

Memoranda of Understanding (MOUs) between RTC and Southwest Washington Air Pollution Control Authority (SWAPCA) now renamed the Southwest Clean Air Agency (SWCAA), and RTC and C-TRAN, the local public transportation provider, were adopted by the RTC Board on January 4, 1995 (Resolutions 01-95-02 and 01-95-03, respectively). A Memoranda of Understanding between RTC and Washington State Department of Transportation was adopted by the RTC Board at their August 1, 1995 meeting (RTC and WSDOT MOU: RTC Board Resolution 08-95-15). An MOU between RTC and Metro was adopted by the RTC Board at their April 7, 1998 meeting (RTC Board Resolution 04-98-08); the agreement is ratified annually with adoption of the UPWP.

Issues of Interstate Significance

Both RTC and Metro have recognized that bi-state travel is an important part of the Portland-Vancouver regional transportation system and it is in the best interest of the region to keep this part of the system functioning efficiently. Currently, several locations on the I-5 and I-205 north corridors are at or near capacity during peak hours resulting in frequent traffic delays. The need to resolve increasing traffic congestion levels and to identify long term solutions continues to be a priority issue. Also of significance is the implementation of air quality maintenance plans for ozone and Carbon Monoxide. The Bi-State Transportation Committee was established in 1999 to ensure that bi-state transportation issues are addressed.

RTC Board of Directors

City of Vancouver	Mayor Royce Pollard
Cities East	Mayor Charles Crumpacker (Washougal) [President]
Cities North	Mayor Bill Ganley (Battle Ground)
City of Vancouver	Thayer Rorabaugh (Transportation Services Manager)
Clark County	Commissioner Judie Stanton
Clark County	Commissioner Craig Pridemore
Clark County	Commissioner Betty Sue Morris
C-TRAN	Lynne Griffith (Executive Director)
ODOT	Kay Van Sickle
Ports	Commissioner Arch Miller (Vancouver) [Vice-President]
WSDOT	Donald Wagner (Southwest Regional Administrator)
Metro	Metro Councilor Rod Monroe
Skamania County	Commissioner Bob Talent
Klickitat County	Commissioner Ray Thayer

Regional Transportation Advisory Committee Members

WSDOT Southwest Region	Deb Wallace
Clark County Public Works	Bill Wright
Clark County Planning	Patrick Lee
City of Vancouver, Public Works	Matt Ransom
City of Vancouver, Community Development	Tamara DeRidder
City of Washougal	Mike Conway
City of Camas	Eric Levison
City of Battle Ground	Paul Haines
City of Ridgefield	City Clerk
C-TRAN	Michael Haggerty
Port of Vancouver	Christine Wamsley
ODOT	Fred Eberle
Metro	Christina Deffebach
Regional Transportation Council	Dean Lookingbill

B. Skamania County

The Skamania County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the RTPO Skamania region.

Skamania County Transportation Policy Committee

Skamania County	Commissioner Bob Talent
City of Stevenson	Mary Ann Duncan-Cole, City Clerk
City of North Bonneville	John Kirk, Mayor
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Skamania County	Anita Gahimer, Port Manager

C. Klickitat County

The Klickitat County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the RTPO Klickitat region.

Klickitat County Transportation Policy Committee

Klickitat County	Commissioner Ray Thayer
City of White Salmon	Mayor Roger Holen
City of Bingen	Mayor Brian Prigel
City of Goldendale	Jim Amundsen, City Council Member
WSDOT, Southwest Region	Donald Wagner, SW Regional Administrator
Port of Klickitat	Dianne Sherwood, Port Manager

REGIONAL TRANSPORTATION PLANNING PROGRAM

1A. METROPOLITAN TRANSPORTATION PLAN

The Metropolitan Transportation Plan (MTP) serves as the Regional Transportation Plan (RTP) for the Clark County metropolitan region to promote and guide development of an integrated, multimodal and intermodal transportation system that facilitates the efficient movement of people and goods, using environmentally sound principles and fiscal constraint. The Plan for Clark County covers a county-wide-area, the area encompassed by the Metropolitan Area Boundary, and covers a 20-year planning horizon. The most recent update to the *Metropolitan Transportation Plan (MTP) for Clark County* was adopted in October, 1999 which extended the Plan's horizon year to 2020. A minor amendment to the Plan that added the I-5 HOV lane and updated the base year travel model information from 1996 to 1999 was adopted in December 2000. The MTP needs to mesh with the Washington Transportation Plan (WTP) to provide a vision for an efficient future transportation system and to provide direction for sound transportation investments.

Work Element Objectives

(i) Plan Development, Review and Amendment

1. Regular MTP amendment and/or update to reflect changing trends, conditions, regulations and study results and to maintain consistency between state, local and regional plans. Regular update and amendment of the Metropolitan Transportation Plan (MTP) is a requirement of the state Growth Management Act (GMA) and federal TEA-21. The state requires that the Plan be reviewed for currency every two years and federal law requires the Plan to be updated at least every three years. Major update to the MTP for Clark County will be scheduled to coincide with update to the County and local jurisdictions' comprehensive growth management plans. Plan updates will also acknowledge federal transportation policy interests and reflect the latest version of the Washington Transportation Plan (WTP). At each MTP amendment or update, the results of recent transportation planning studies are incorporated and identified and new or revised regional transportation system needs are documented. MTP development relies on analysis results from the 20-year regional travel forecasting model as well as results from a six-year highway capacity needs analysis. The Plan also reflects the transportation priorities of the region in that it contains a prioritized list of mobility projects.
2. Comply with state standards and incorporate the provisions of HB 1487 (the "Level of Service Bill") and revised RCW 47.80 (SHB 1928 codified) to have the MTP include the following components:
 - a. A statement of the goals and objectives of the Plan. (See WAC 468.86.160)
 - b. A statement of land use assumptions upon which the Plan is based.
 - c. A statement of the regional transportation strategy employed within the region.
 - d. A statement of the principles and guidelines used for evaluating and development of local comprehensive plans.
 - e. A statement defining the least cost planning methodology employed within the region.
 - f. Designation of the regional transportation system.
 - g. A discussion of the needs, deficiencies, data requirements, and coordinated regional transportation and land use assumptions used in developing the Plan.

- h. A description of the performance monitoring system used to evaluate the plan, including Level of Service (LOS) parameters consistent with federal management systems, where applicable, on all state highways at a minimum. (See WAC 468-86-200, (2))
 - i. An assessment of regional development patterns and investments to ensure preservation and efficient operation of the regional transportation system.
 - j. A financial section describing resources for Plan development and implementation.
 - k. A discussion of the future transportation network and approach.
 - l. A discussion of high capacity transit and public transportation relationships, where appropriate.
- 3. To comply with TEA-21, seven general planning elements must be addressed in the regional transportation planning process. The planning process for a metropolitan area shall provide for consideration of projects and strategies that will:
 - a. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
 - b. Increase the safety and security of the transportation system for motorized and nonmotorized users
 - c. Increase the accessibility and mobility options available to people and for freight
 - d. Protect and enhance the environment, promote energy conservation, and improve quality of life,
 - e. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight,
 - f. Promote efficient system management and operation; and
 - g. Emphasize the preservation of the existing transportation system. These will be addressed in the MTP.
- 4. Involve the public in MTP development and review.
- 5. Any amendment to the Plan will reflect updated results from the **Congestion Management System** process (adopted by the RTC Board at their May 2, 1995 meeting; RTC Board Resolution 05-95-14). Transportation Management Areas (TMAs), such as Clark County, must maintain a Congestion Management System (CMS) as part of the Metropolitan Planning Organization's (MPO) planning process.
- 6. The MTP will continue to address bi-state travel needs and review of major bi-state policy positions. Issues include High Occupancy Vehicle (HOV) policies and implementation, LRT expansion, Traffic Relief Options (TRO), **congestion management** policies and ongoing efforts to address transportation needs in the I-5 corridor through the **Portland-Vancouver I-5 Transportation and Trade Partnership**.
- 7. The MTP addresses regional corridors, associated intermodal connections and statewide intercity mobility services.

8. The MTP should address any identified Transportation Control Measures (TCMs) to maintain federal clean air standards and the MTP should be evaluated for its conformity with the Clean Air Act Amendments of 1990.
 9. The MTP addresses freight transportation issues and describes the State's Freight and Goods System.
 10. The MTP considers concurrency management and its influence on development of the regional transportation system, system management and operations, Intelligent Transportation System (ITS) applications, and Transportation Demand Management (TDM) as a tool to allow for the most effective use of the existing transportation systems
- (ii) **SEPA/NEPA Review**
11. Evaluation of the cumulative environmental impacts related to the developing regional transportation system as required by TEA-21, Clean Air Act and State law. This evaluation includes Clean Air Act conformity analysis.
 12. Environmental review of the proposed MTP; prior to MTP adoption, as necessary.
 13. Address the impacts of the Endangered Species Act as it related to transportation system development.
 14. Coordination with environmental resource agencies in MTP development.
- (iv) **System Monitoring**
15. The MTP is used as the document in which system performance monitoring is reported. System performance analysis will be shared with WSDOT Southwest Region and Headquarters Service Center to provide input to statewide transportation plans and programs.

Relationship To Other Work Elements

The MTP takes into account the reciprocal effects between land use, growth patterns and transportation system development. It also identifies the mix of transportation strategies needed to solve future transportation system problems. The MTP for Clark County is interrelated to all other work elements. In particular, the MTP provides planning support for the Metropolitan Transportation Improvement Program and relates to management systems.

FY 2002 Products

1. The fast pace of growth in the Clark County region along with the changing comprehensive land use plans, requires that the MTP be updated to reflect the latest impacts of that growth on the regional transportation system. A full MTP update, based on the updated Comprehensive Growth Management Plan for Clark County due in December 2001, will be developed during FY2002.

The MTP update will incorporate recommendations from recent and ongoing transportation studies and programs such as the **I-5/I-205 North Corridor Study**, the **I-205 Strategic Corridor Pre-Design Study**, the **SR-500 Corridor (from I-5 to Andresen Road) Environmental Assessment (EA)**, Commute Trip Reduction program, the **Vancouver Transportation System Plan** and Vancouver Area Smart Trek (VAST) dealing with Intelligent Transportation System (ITS) recommendations. The updated MTP will also reflect the latest **Washington Transportation Plan (WTP)**, an update to which is currently in progress. Established levels of service and system performance analysis will be described. The Plan update will acknowledge federal transportation policy interests, including transportation planning for rural areas, reverse commute, welfare to work, social justice programs and integration of environmental review into the planning process.

2. The prioritization of projects listed in the Metropolitan Transportation Plan was last completed in 1998. An update to the **MTP Project Prioritization** is scheduled for completion in early FY2002. Since the 1998 prioritization, some projects are now funded and need to be taken off of the priority list, the MTP was amended to include a new interchange at I-5/219th Street, and projects need to be re-evaluated per updated regional travel forecast model data and prioritization criteria.
3. An updated **financial plan** will describe the application of fiscal constraint in development of the MTP. The financial plan will provide an analysis of revenue estimation and clearly document operations, maintenance and system preservation costs as well as system improvement costs. The Blue Ribbon Commission on Transportation (BRCT) recommendations may have some impact in assessing finance options. Information from C-TRAN's Transit Development Plan (TDP) will be included with transit financing information.
4. Documentation of conformity with the requirements of the Clean Air Act Amendments (CAAA) will be provided with MTP update. Transportation improvement projects proposed in the MTP and assumed in **air quality conformity analysis** will be clearly listed in the MTP update.
5. A fully maintained **Traffic Congestion Management System** serves as a tool for performance evaluation and support for transportation policy decisions, as well as identification of transportation strategies to relieve and/or manage congestion. Latest results of CMS work will be reflected in any MTP update or amendment.

FY 2002 Expenses:

	\$
RTC	89,995
Total	<u>89,995</u>

FY 2002 Revenues:

	\$
Fed. CPG	63,000
RTPO	12,000
Local	<u>14,995</u>
	89,995

1B. METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Metropolitan Transportation Improvement Program (MTIP) is a three-year program of transportation projects having a federal funding component. In order for transportation projects to receive federal funds they must be included in the MTIP. Projects programmed in the MTIP should implement the Metropolitan Transportation Plan (MTP). The MTIP is developed by the MPO in a cooperative and coordinated process involving local jurisdictions, the Washington State Department of Transportation (WSDOT) and C-TRAN. Projects listed in the MTIP should have financial commitment and meet the requirements of the Clean Air Act.

Work Element Objectives

1. Develop and adopt a Metropolitan Transportation Improvement Program (MTIP), consistent with the requirements of TEA-21.
2. Periodic review of the MTIP development process and project selection criteria used to evaluate, select and prioritize projects proposed for federal highway and transit funding. Project selection criteria should reflect the multiple policy objectives of the regional transportation system (e.g. maintenance and operation of existing system, reduction of Single Occupant Vehicles (SOVs), capacity improvements, transit expansion and air quality improvement).
3. Coordinate the grant application process for federal, state and regionally-competitive fund programs such as federal Surface Transportation Program (STP), state Transportation Improvement Board (TIB) programs, corridor congestion relief program and school safety program.
4. Address programming of Congestion Mitigation/Air Quality (CM/AQ) funds, with consideration given to emissions reduction benefits of such projects.
5. Coordinate with local jurisdictions as they develop their Transportation Improvement Programs and participate in Clark County's Transportation Improvement Program Involvement Team (TIPIT) Committee and the City of Vancouver's TIP process. The Clark County Committee is citizen-based and seeks public input on developing and funding of transportation projects.
6. Develop a realistic financial plan for the MTIP that addresses costs for operation and maintenance of the transportation system. The MTIP is to be financially constrained by year.
7. Analysis of MTIP air quality impacts and Clean Air Act conformity documentation.
8. Monitoring of MTIP implementation and obligation of project funding.
9. Ensure MTIP data is input into the State Transportation Improvement Program (STIP) program software and submitted to WSDOT for inclusion in the State Program and database.

Relationship To Other Work Elements

The MTIP provides the link between the MTP and project implementation. The process to prioritize MTIP projects will draw from data from the transportation database and regional travel forecasting model output. It relates to the Public Involvement element described in section 3 of the FY2002 UPWP. The MTIP program requires special coordination with local jurisdictions and implementing agencies in the Clark County region.

FY 2002 Products

1. The 2001-2003 MTIP, adopted by the RTC Board in October 2000, may be updated during FY2002 rather than a full 2002-2004 MTIP being developed.

2. MTIP amendments, as necessary.
3. Develop for recommendation by RTAC and for adoption by the RTC Board, the prioritization of regional transportation projects for the statewide competitive program conducted by the Transportation Improvement Board (TIB).
4. MTIP Clean Air Act conformity analysis and documentation, as required.
5. Reports on obligation of funding of MTIP projects.
6. Provide input to update the State Transportation Improvement Program (STIP) database.
7. Opportunity for public involvement in MTIP development.

FY 2002 Expenses:

	\$
RTC	37,950
Total	<u>37,950</u>

FY 2002 Revenues:

	\$
Fed. CPG	25,000
RTPO	7,000
Local	<u>5,950</u>
	37,950

1C. CONGESTION MANAGEMENT SYSTEM MONITORING

A Congestion Management System (CMS) was adopted by the RTC Board in May of 1995. ISTEA required that the Clark County region, as a Transportation Management Area (TMA), develop a Congestion Management System for the metropolitan area. The purpose of CMS was to develop a tool to provide information on the performance of the transportation system as well as identify strategies to alleviate congestion and enhance mobility. Traffic congestion negatively impacts the region's natural environment, economy, and quality of life. ISTEA required that facilities proposed for federal funding for additional general-purpose lanes should first be assessed through the CMS process. The regulations have been modified in TEA-21, but the new federal act continues to recognize the value of the CMS by directing TMAs to continue the data collection and monitoring elements of the CMS. It is also a requirement that a process be in place to assess transportation system performance and alternative strategies for addressing congestion. The CMS focuses on vehicular travel, auto occupancy, transit, and TDM performance in congested roadway corridors. Monitoring of the CMS continues with this work program element. Information produced as part of the CMS program provides valuable information to decision-makers in identifying the most cost-effective strategies to provide congestion relief.

Work Element Objectives

1. Provide a CMS structure to provide effective management of existing and future transportation facilities and to evaluate potential strategies for managing congestion. The CMS monitoring process should provide the region with a better understanding of how the region's transportation system operates. The CMS is intended to be a continuing, systematic process that provides information on transportation system performance.
2. The CMS monitoring program should continually enhance the traffic count data base and other elements, such as transit ridership and capacity, travel time and speed, auto occupancy information and vehicle classification data for the CMS corridors.
3. Publication of results of the Congestion Management Monitoring program through a System Performance Report that is updated periodically.
4. Incorporate CMS data into the regional traffic count database which, in turn, allows for refined calibration of the regional travel forecast model and provides input to the corridor congestion index update.
5. Analyze traffic count data, turn movements, vehicle classification counts and travel delay data to get an up-to-date representation of system performance, including evaluation of congestion on the Columbia River Bridges between Clark County and Oregon.
6. Coordinate with local jurisdictions and local agencies to ensure consistency of data collection, data factoring and ease of data storage/retrieval. Coordination is a key element to ensure the traffic count and turn movement data supports local and regional transportation planning studies and Concurrency Management programs
7. Collection, validation, factoring and incorporation of traffic count data into the existing count program.
8. Measure and analyze performance of the transportation corridors in the CMS network. This system performance information is used to help identify system needs and solutions. The data is also used to support Growth Management Act concurrency analysis.
9. Coordinate with Metro on development of CMS plans.

10. Coordinate with WSDOT on development of the Washington Transportation Plan (WTP) and Congestion Relief strategies.

Relationship To Other Work

Congestion monitoring is a key component of the regional transportation planning process. The CMS for the Clark County region supports the long-term transportation goals and objectives defined in the Metropolitan Transportation Plan. It assists in identifying the most effective transportation projects to address congestion. The CMS also supports local jurisdictions in implementation of their concurrency management systems and transportation impact fee program. The Congestion Management System Monitoring element is closely related to the data management and travel forecasting model elements. The CMS also supports work by the state to update the WTP and congestion relief strategies.

FY 2002 Products

1. Updated traffic counts, turning movements, vehicle classification counts, travel delay and other key data for numerous locations throughout Clark County. Data updates will come from new counts and the compilation of traffic count information developed by the state and local transportation agencies. New and historic data is made available on RTC's web site (<http://www.wa.gov/rtc>). Traffic count data is separated into 24 hour and peak one-hour (a.m. and p.m. peak) categories. In FY2002, two-hour peak period traffic counts will be collected, analyzed and stored to help future regional travel forecast model enhancement and update.
2. New traffic count data will be used to update the corridor congestion ratio for each of the CMS corridors. The congestion ratio is converted into a congestion index which works like the traditional level-of-service measure except that the index assesses the overall performance of a full corridor (which may include multiple intersections and parallel roads) instead of just a single intersection. The index is used to classify each corridor according its relative level of congestion, to identify the need for further evaluation, and to determine the effectiveness of alternative strategies.
3. Review of data for CMS corridors including auto occupancy, roadway lane density, vehicle classification, transit ridership, transit capacity, travel time and speed. Any new data collected needs to support the CMS, concurrency and other regional transportation planning program should be identified.
4. Update of congestion index.
5. Identification of system needs and solutions.
6. The first Transportation System Monitoring and Congestion Management Report was adopted by the RTC Board in April, 2000. In FY2002, the Report will be reviewed and updated, as necessary. In addition to a comprehensive summary of transportation data, the Report includes analysis and presentation of data to provide a better understanding of regional transportation system capacity and operations and potential for its improvement. It also includes analysis of the potential for transportation demand management to limit infrastructure needs and to improve transportation efficiency. The Report provides an update of performance information for the identified regionally-significant multimodal transportation corridors critical to the mobility needs of the region. Initially, there were twenty-one transportation corridors identified and monitored through the CMS, additional corridors were added in FY99.
7. Provide CMS data and system performance indicators to inform the WTP update process.
8. Provide feedback to Metro on RTC CMS update and keep informed on Metro's CMS program.

FY 2001/02 Expenses:

	\$
RTC	161,850
Total	<u>161,850</u>

**FY 2001/02
Revenues:**

	\$
CM/AQ	140,000
Local	<u>21,850</u>
	161,850

1D. PORTLAND-VANCOUVER I-5 TRANSPORTATION AND TRADE PARTNERSHIP

The Transportation Equity Act for the 21st Century (TEA-21) recognizes the importance of trade corridors to the national economy and has designated I-5 within the Portland/Vancouver region as a Priority Corridor under the National Trade Corridors and Borders Program. The strategic planning effort for the I-5 corridor between I-84 in Portland and I-205 in Vancouver was initiated in response to recommendations of a bi-state Leadership Committee, which met over a nine-month period in 1999. As part of the I-5 Trade Corridor Study, the Committee found that:

- This corridor is a critical economic lifeline for the region and the state, serving the Ports of Portland and Vancouver, two transcontinental rail lines, providing critical access to industrial land in both states, and facilitating through movement of freight.
- There will be economic and livability consequences if we do nothing in the corridor.
- There is no silver-bullet. A solution for the corridor will need to include highway and transit improvements, demand management strategies, and freight rail improvements. Even substantial improvements will only maintain today's level of congestion.
- Those physical solutions will be costly, and will require innovative funding solutions in order to succeed.

The Leadership Committee recommended that the region undertake a public process to develop a strategic plan for the corridor. In response to this recommendation, Governors Gary Locke of Washington and John Kitzhaber of Oregon have appointed a Task Force to guide the public planning process and to develop the strategic plan.

ODOT and WSDOT are working in partnership with the cities of Vancouver and Portland, Metro and the Southwest Washington Regional Transportation Council, the ports of Vancouver and Portland, Tri Met and CTRAN, Clark County, Washington, and Multnomah County, Oregon to complete this Plan. The Plan is scheduled for completion by fall 2002.

Work Element Objectives

1. To build upon work of the I-5 Trade Corridor Study conducted in 1999 and resulting recommendations from the Leadership Committee.
2. To develop a bi-state strategic plan on how to manage and improve transportation in the I-5 corridor between Portland and Vancouver that will support land use goals and support the community's economic vision. The corridor stretches between I-84 in Oregon and I-205 in Washington.
3. The strategic plan will address freeway, transit, heavy rail, and arterial street needs in the corridor. The plan will also address how to manage demand for transportation in the corridor.
4. Conduct a comprehensive public outreach, involvement and information program in development of the Plan.

Relationship To Other Work

A strategic plan for transportation improvements in the I-5 corridor is critical to the long-term development of the region's transportation system. Any recommendations and decisions of this Study will be incorporated into the MTP for Clark County.

FY 2002/3 Products

1. A strategic plan in the form of a Corridor Development and Management Plan (CDMP) needed prior to submitting a federal request for final design, environmental, and construction funding for identified improvements.
2. A program for managing travel demand in the corridor.
3. The Plan will also develop funding and phasing strategies.

RTC Budget is part of full Study budget of \$3.5 million:

FY 2002 Expenses:

	\$
Consultant	57,861
RTC	<u>130,000</u>
Total	187,861

FY 2002 Revenues:

	\$
Federal STP	162,500
(RTC TMA funds)	
WSDOT Local Match	<u>23,361</u>
	185,861

Note: Assumes 65% of budget will be used in FY2002.

1E. VANCOUVER AREA SMART TREK (VAST)

Traditionally, our region has met demand for mobility by building more highways and bridges and/or by adding more lanes to roads. Today, the urban area's highway system can no longer support a strategy that continues lane-capacity expansion into the indefinite future. While there may be no single solution, Intelligent Transportation Systems (ITS), offers a promising technological strategy to improve the efficiency of the total transportation system. ITS uses advanced electronics, communications, information processing, computers and control technologies to help manage congestion, improve the safety and efficiency of our transportation system.

RTC is to coordinate deployment and management of the Vancouver Area Smart Trek (VAST) program that will result in implementation of ITS technologies in our region. The planning and management of the program, begun under Vancouver's leadership, will be continued. The goal of VAST is to use ITS technologies for integration of all transportation information systems, management systems and control systems for the urbanized area of Clark County. RTC will be responsible for program management, program coordination and outreach/education. Participating agencies will jointly be responsible for ITS program implementation through the VAST Steering Committee. The deployment of ITS projects includes the use of federal CMAQ funds for transit management (communications network), freeway management (fiber optics cable, variable message signs, video cameras, data stations) and arterial management (signal timing/coordination).

Work Element Objectives

1. Continue the VAST program.
2. Implement Phase I project recommendations of VAST. These projects have CMAQ funding programmed in the MTIP and include: 1) a transit management system 2) a freeway operations/incident management program, 3) an arterial traffic signal integration program, 4) a traveler information system and business plan, and 5) management of the VAST program led by RTC. The Transit Management System will allow tracking of transit vehicle operation and maintenance, passenger counting, transit signal priority and real-time tracking of transit vehicle location. The freeway operations and incident management will enhance freeway operations by the implementation of a traffic management center (TMC), data stations, video cameras, variable message signs, and network communications with the ODOT TMC. Traffic Signal Integration will include the installation of fiber optics on important transportation corridors with a signal interconnect system and new controllers that will allow for bus signal preemption. The traveler information system component consists of participation with ODOT to develop a web based traveler information system that can provide real-time information on traffic conditions, incidents, and other transportation information.
3. Provide for ongoing planning, coordination and management of the VAST program by RTC.
4. Form a VAST Steering Committee to provide oversight for ITS project coordination and integration and to ensure consistency with the ITS architecture. The Committee is comprised of the City of Vancouver, Clark County, the Washington State Department of Transportation, C-TRAN, City of Camas, Port of Vancouver, and RTC. The Committee will provide primary oversight for ITS project implementation to ensure consistency with the ITS architecture and integration between ITS projects. The Committee's oversight role will include project review and endorsement prior to funding, and monitoring and tracking of projects during implementation. The Steering Committee will also act as liaison with other key ITS stakeholders and assist in regional ITS policy formulation.
5. Work to "institutionalize" the regional ITS program by incorporating ITS into the planning process and the Metropolitan Transportation Plan. Areas of mutual need, institutional issues, institutional opportunities, recommendations and strategies to reduce or eliminate barriers and optimize the success

of strategic deployment opportunities and the Implementation plan are to be identified and followed through.

6. Participate in the Oregon Transport Project and other bi-state committees and groups for bi-state coordination of ITS activities.
7. Technical assistance in ITS implementation.
8. Develop strategies to secure appropriate funding for continuation of the VAST program.

Relationship To Other Work Elements

The Vancouver Area Smart Trek (VAST) work element relates to the MTP as one element to improve the efficiency of the existing transportation system and to the MTIP where ITS projects are programmed for funding and implementation.

FY 2002 Products

1. Coordination of ITS activities within Clark County and with Oregon.
2. Management of the VAST program including coordination of the preparation of the Memorandums of Understanding, Interlocal Agreements, and Operational Agreements that are needed to support the implementation of the VAST program and the deployment of ITS projects.
3. Facilitation of the activities of the Steering Committee.
4. Management of consultant technical support activities as needed. Assistance will be required in the development of an Operations and Management (O&M) plan which will provide a detailed breakdown of the O&M costs by jurisdiction for the proposed VAST projects. The O&M plan will consider all system components with respect to the required personnel skill level and staffing costs, recurring and life cycle costs for capital facilities and space, equipment, material, software support, supplies, procurement, and installation.
5. Complete the Communication Operations Plan for VAST that provides the specific detail needed to fully implement ITS. It will include defining the fiber optic needs and communication hubs required for ITS and providing the map of the communications network for ITS.
6. Regional ITS goals and policies for the Clark County region and for bi-state ITS issues.
7. Development of the ITS Business Plan and Implementation Plan updates.
8. Development of improved tools to analyze costs and benefits of ITS investment.
9. Development and management of an ITS data warehouse and maintenance of the VAST web site.

FY 2002 Expenses:

	\$
RTC: VAST II Program	100,000
Deployment/Management	
Total	100,000

FY 2002 Revenues:

	\$
CMAQ	86,500
MPO Local Match	13,500
	100,000

Note: Assumes 50% of budget will be used in FY2002

CMAQ funds for project implementation by WSDOT, C-TRAN and local agencies as described above are programmed in the MTIP

1F. I-205 STRATEGIC CORRIDOR PRE-DESIGN STUDY

The I-205 Strategic Corridor Pre-Design Study signifies commitment to move forward with identification and implementation of transportation improvements in the I-205 corridor. The need for improvements in the I-205 corridor is a high priority for the Clark County region. Traffic congestion is recognized as a significant problem in the corridor with current peak period traffic operations at or near failure in several locations. The key objective of the I-205 Strategic Corridor Study is to recommend a set of projects to improve mainline I-205 operations and its east/west arterial connections between the Columbia River and Padden Parkway. The study is looking at all options to resolve traffic congestion problems. Examples of options and issues being explored include the impacts of Padden Parkway on the I-205 corridor, the conceptualized split diamond at I-205 and NE 18th Street/NE 28th Street, Ellsworth connections to I-205 and SR-14, the feasibility of improvements at the I-205 and Mill Plain interchange, collector/distributor system operation, the potential impact of enhanced alternative transportation modes, transportation demand management, transportation system management and high capacity transportation options. The Study began in March 1999, was delayed due to I-695 project funding uncertainties and will run through summer, 2001. Following conclusion of the access decision, the next step in the I-205 corridor will be to fulfill environmental analysis prior to any identified transportation improvements moving forward toward construction.

Work Element Objectives

1. The Study will review and expand upon the I-205 and East-West Arterials Study conducted in 1995/96 to identify and recommend a set of projects to improve mainline I-205 operations and its east/west arterial connections along the I-205 corridor between the Columbia River and Padden Parkway.
2. The Study will focus on options to manage congestion problems in the corridor.
3. Tasks for the I-205 Strategic Corridor Study include: Public Involvement and Communications, Data Collection, Analysis of Existing Conditions and Deficiencies, Transportation Modeling Parameters/Process, Twenty Year Conditions and Deficiencies, Development of Alternatives, Operational Analyses and Evaluation, Develop Preferred Alternative and Evaluation of Preferred Alternative, Report Preparation including Route Development Plan, and Initiation of a Draft Environmental Impact Statement.
4. Evaluation of all points necessary to satisfy the federal new or revised access criteria.
5. To prepare an Access Decision Report to submit to the Federal Highway Administration if the Study continues to show validation of an additional interchange, additional access breaks or modifications as part of the optimal transportation solution to congestion problems in the corridor. The study will need to include an

Relationship To Other Work

The I-205 Strategic Corridor Pre-Design Study relates to MTP development and programming of projects in the Metropolitan Transportation Improvement Program (TIP). It also relates closely to the City of Vancouver's Transportation System Plan work element.

FY 99/2001/02 Products

1. Technical Memoranda relating to the I-205 Strategic Corridor Pre-Design Study.
2. Study report in a format consistent with a state Route Development Plan.

3. A draft New or Revised Access Decision Report describing how an additional access point would meet the federal requirements to provide new access onto the nation's Interstate system.

FY 2002 Expenses:

	\$
HDR (Study	0
Consultant)	
RTC	15,000
Total	<u>15,000</u>

FY 2002 Revenues:

	\$
City of Vancouver	15,000
	<u>15,000</u>

Note: I-205 Study is due for completion with draft Access Decision Report available by mid-2001.

1G. I-5 NORTH ACCESS DECISION REPORTS

Following conclusion of the corridor planning phase of the I-5/I-205 North Corridor Study, WSDOT is leading the development of access decision reports covering the interchanges at I-5/134th Street and a potential new interchange at I-5/219th Street. The Access Decision Reports will be prepared for submittal to the Federal Highway Administration. RTC will use the regional travel forecast model to provide data for use in the access decision report phase. RTC staff will participate in Access Decision Report Steering Committee meetings. The policy and funding priority issues will be presented to the RTC Board.

Budget to be determined.

1H. VANCOUVER TRANSPORTATION SYSTEM PLAN

In 2000, the City of Vancouver initiated a comprehensive transportation system planning process, the Transportation System Plan (TSP). The TSP is to pick up where the recently completed Downtown Transportation Master Plan left off. The TSP process is to include a city-wide discussion about transportation. The study area will be the existing city limits. The Transportation System Plan will provide the vision and technical framework to guide transportation policy, investment strategy, facility design, and implementation decisions well into the future. It will reaffirm the principles of the Comprehensive Plan, provide for additional discussion of the linkage between transportation and land use and will reinforce the need to have transportation system policies and implementation programs be reflective of the City's future vision. As such, the TSP process will include an intensive public outreach program. RTC's involvement in the City of Vancouver's Concurrency Program is in using the travel forecasting model to assist the City of Vancouver in conducting transportation analysis of the TSP. The role is in providing technical analysis. The City of Vancouver is responsible for the overall TSP Program.

Work Element Objectives

1. Assist City of Vancouver in conducting their Transportation System Plan by representing RTC at Technical Advisory Committee meetings.
2. Provide travel model related data and analysis for travel demand analysis for the base year, travel demand forecasts for the year 2022, and environmental analysis.

Relationship To Other Work Elements

The TSP work element relates directly to RTC's Regional Transportation Database and Forecasting element. It also relates to the MTP, long-range transportation planning and Regional Transportation Coordination and Management elements.

FY 2002 Products

1. Technical analysis for the City of Vancouver's Transportation System Plan (TSP).
2. Travel Demand Analysis for 1999 Base Year. This includes refinement of the travel model and validation of the base year model with data collected for the TSP. It also includes preparation of input data elements for the macro/micro simulation analyses, conducting the AM/PM peak highway analysis and initial corridor evaluation and analysis, summarizing the travel model results including land use, project lists, mode share, regional transportation data (trip length, v/c ratio, VMT, VHD, etc.) and assisting with transit analysis, TDM impact analysis and others.
3. Travel Demand Forecasts for the Year 2022. This will use the revised 2020 OFM forecast as a basis with new land use allocation, travel demand analysis and alternatives analysis. Travel model inputs for 2022 will be prepared, including land use allocation, highway/transit system updates and other model inputs. Output from the travel demand forecast baseline condition alternative will be analyzed to provide regional transportation data, including land use, project lists, mode share, and regional transportation data (trip length, v/c ratio, VMT, VHD, etc.).
4. Analysis and evaluation of concurrency corridor capacities for Transportation Management Zones (TMZs).

5. Preparation of the necessary transportation input data for use of the VISSIM traffic microsimulation tool for selected corridor analysis.
6. Assist in analyzing the urban design options with mode share analysis.
7. Analysis of land use alternatives with redevelopment options.
8. Evaluation of 2022 transportation system alternatives.
9. Regional air quality conformity analysis for the 2022 forecast travel demand.
10. Necessary data for the EIS and SEPA/NEPA process.

FY 2002 Expenses:

	\$
	6,760
Total	<u>6,760</u>

FY 2002 Revenues:

	\$
City of Vancouver	6,760
	<u>6,760</u>

Note: Assumes 20% of funds will be used in FY2002.

II. SKAMANIA COUNTY RTPO

Work by the RTPO on a transportation planning work program for Skamania County began in FY 90. The Skamania County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Skamania County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted by the Skamania County Transportation Policy Committee in March 1998 and by the RTC Board in April 1998. In 2000, a review of the adopted Regional Transportation Plan for Skamania County was carried out but no changes were made. In FY2002 development and traffic trends will be monitored and the regional transportation planning database for Skamania County will be further developed. In FY2002, significant work activities will include coordination with the state on completion of the Washington Transportation Plan (WTP) as it relates to Skamania County and review and update to the Regional Transportation Plan for Skamania County. RTC staff will continue to provide transportation planning technical assistance for Skamania County.

Work Element Objectives

1. Continue the regional transportation planning process.
2. Ensure the Skamania County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. Further develop the transportation database for Skamania County, for use in future Regional Transportation Plan updates.
5. Coordinate with WSDOT in completing the Washington Transportation Plan (WTP) update and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into future RTP updates.
6. Continuation of transportation system performance monitoring program.
7. Assistance to Skamania County in implementing the Transportation Equity Act for the 21st Century (TEA-21). This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
8. Work with Skamania County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
9. Implement HB 1487 (the Level of Service Bill), as it applies to Skamania County, based on the Guidance developed by the statewide Stakeholders Committee.
10. Continue assessment of public transportation needs, including specialized transportation, in Skamania County.
11. Liaison with Skamania County in conducting the SR-35 Columbia River Crossing Feasibility Study.
12. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
13. Assistance to Skamania County in conducting regional transportation planning studies.
14. Work with the Gorge Commission on updating the Management Plan for the Columbia River Gorge National Scenic Area.

Relationship To Other Work Elements

The RTPPO work program activities for Skamania County will be tailored to their specific needs and issues and, where applicable, coordinated across the RTPPO.

FY 2002 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Skamania County.
2. Continued development of a technical transportation planning assistance program.
3. Update to the Regional Transportation Plan for Skamania County.
4. Materials and data to help WSDOT complete the WTP update.

FY 2002 Expenses:

	\$
RTC	16,915
Total	<u>16,915</u>

FY 2002 Revenues:

	\$
RTPPO	16,915
STP	0
	<u>16,915</u>

1J. KLICKITAT COUNTY RTPO

Work by the RTPO on a transportation planning work program for Klickitat County began in FY 90. The Klickitat County Transportation Policy Committee meets monthly to discuss local transportation issues and concerns. The SR-14 Corridor Management Plan was completed in FY98. The Klickitat County Regional Transportation Plan (initially adopted in April, 1995) was reviewed and an update adopted by the Klickitat County Transportation Policy Committee in March 1998 and by the RTC Board in April 1998. In 2000, a review of the adopted Regional Transportation Plan for Klickitat County was carried out but no changes were made. In FY 2002 development and traffic trends will be monitored. In FY2002, significant work activities will include coordination with the state on completion of the Washington Transportation Plan (WTP) as it relates to Klickitat County and review and update to the Regional Transportation Plan for Klickitat County. In 1998 Klickitat County established a Klickitat County Citizen Advisory and Public Transportation Benefit Authority (PTBA) Board who met to consider public transit in the County. A November 1998 vote for establishing a PTBA failed (48% to 52%) and currently the County is fulfilling transit needs through grant funding. The regional transportation planning database for Klickitat County will be further developed and RTC staff will continue to provide transportation planning technical assistance for Klickitat County.

Work Element Objectives

1. Continue regional transportation planning process.
2. Ensure the Klickitat County Transportation Plan is regularly reviewed and provide opportunity for regular update if needed.
3. Gather growth and development data to reveal trends to report in the Regional Transportation Plan update.
4. The transportation database for Klickitat County, developed since the inception of the RTPO, is used as input to the Regional Transportation Plan.
5. Coordinate with WSDOT in completing the Washington Transportation Plan (WTP) update and ensure that components of the WTP are integrated into the regional transportation planning process and incorporated into future RTP updates.
6. Work with Klickitat County to ensure that TEA-21 High Priority Funding is used effectively and, where possible, is used to leverage additional funds for transportation projects in the region.
7. Continuation of transportation system performance monitoring program.
8. Assistance to Klickitat County in implementing the Transportation Equity Act for the 21st Century (TEA-21). This will include continued assistance in development of federal and state-wide grant applications and, if there are regionally significant projects, development of the Regional TIP.
9. Implement HB 1487 (the Level of Service Bill), as it applies to Klickitat County, based on the Guidance developed by the statewide Stakeholders Committee.
10. Consider the improvement of transportation for people with special needs as directed by the state's Agency Council on Coordinated Transportation (ACCT).
11. Continue assessment of public transportation needs, including specialized transportation, in Klickitat County. A November, 1998 vote failed to gather sufficient public support to establish a Public Transportation Benefit Authority for public transit in Klickitat County (vote results: 48% for, 52% against). Currently, Klickitat County are fulfilling transit service needs through grant funding.
12. Coordination with Klickitat County in conducting the SR-35 Columbia River Crossing Feasibility Study.

13. Assistance to Klickitat County in conducting regional transportation planning studies.
14. Work with the Yakama Nation to work on the SR-97 Corridor Study.
15. Work with the Gorge Commission on updating the Management Plan for the Columbia River Gorge National Scenic Area.

Relationship To Other Work Elements

The RTPO work program activities for Klickitat County will be tailored to their specific needs and issues and, where applicable, coordinated across the RTPO.

FY 2002 Products

1. Continued development of a coordinated, technically sound regional transportation planning process in Klickitat County.
2. Continued development of a technical transportation planning assistance program.
3. Update to the Regional Transportation Plan for Klickitat County.
4. Materials and data to help WSDOT complete their WTP update.

FY 2002 Expenses:

	\$
RTC	<u>18,723</u>
Total	<u>18,723</u>

FY 2002 Revenues:

	\$
RTPO	<u>18,723</u>
	<u>18,723</u>

1K. STATE ROUTE 35 COLUMBIA RIVER CROSSING FEASIBILITY STUDY

The SR-35 Columbia River Bridge Feasibility Study is the result of a local grass roots effort by a wide range of individuals who are interested in the near and distant future of the White Salmon/Bingen, Washington and Hood River, Oregon region. The SR-35 Columbia River Crossing Feasibility Study will examine the feasibility of a future Columbia River crossing between White Salmon/Bingen and Hood River. The existing Columbia River Bridge is referred to locally as the Hood River Bridge and was built in 1924. The bridge spans the Columbia River connecting the cities of Bingen and White Salmon in Washington to Hood River in Oregon. This bridge is the second oldest Columbia River crossing and one of only three crossings in the Columbia River Gorge National Scenic Area. It provides a vital economic link between Washington and Oregon communities and commerce. The existing structure is 4,418 feet long with two 9.5-foot wide travel lanes and no pedestrian or bicycle facilities. It has open grid steel decking, which is known to adversely affect vehicle tracking. The first phase, the Scoping Phase, of this study was initiated in FY 1999. The Scoping Phase developed a scope for conducting the full feasibility study in Phase II. The State Route 35 Columbia River Crossing Feasibility Study received \$942,000 of federal High Priority funding from the Transportation Equity Act for the 21st Century (TEA-21). The study is managed by RTC in partnership with WSDOT and ODOT and is being carried out in close coordination with the Klickitat and Skamania County Transportation Policy Committees. Parsons Brinckerhoff provides consultant assistance for the feasibility study. The study supports the regional goals contained in the Klickitat County Regional Transportation Plan.

Work Element Objectives

1. Provide an increased understanding of the current and future river crossing conditions and needs. Respond to local concerns about the functionality of the existing bridge.
2. Conduct an evaluation of the feasibility of an improved crossing, select a preferred crossing corridor and type, develop a preliminary design to a level needed to carry out NEPA environmental analysis and produce a Draft Environmental Impact Statement (DEIS). The feasibility study will be executed in a three-tier process, with the first two tiers concluding with a decision point determination. Advancement to each subsequent tier will generally involve higher levels of alternatives evaluation and refinement.
3. Conduct a public and agency participation program that builds a decision-making structure for selecting short term and long term solutions and builds local consensus and momentum to work toward long term crossing solutions

Relationship To Other Work Elements

The SR-35 Feasibility Study is most closely related to work under the Klickitat County RTPO work element and is also of significance to the Skamania County RTPO work element.

FY 2002 Products

1. Completion of Tier I Summary Report and Tier II Summary Report.
2. Completion of a Type, Size, and Location report.
3. Completion of a Draft Environmental Impact Statement report.

FY 2002 Expenses:

	\$	
RTC		79,975
Parsons Brinckerhoff		272,650
ODOT		17,500
WSDOT		17,500
Total		<u>387,625</u>

FY 2002 Revenues:

	\$	
Federal High Priority		310,100
ODOT & WSDOT Match		77,525
		<u>387,625</u>

Note: Assumes 35% of Study budget will be used in FY2002.

DATA MANAGEMENT, TRAVEL FORECASTING AND TECHNICAL SERVICES

2A. REGIONAL TRANSPORTATION DATA, TRAVEL FORECASTING AND TECHNICAL SERVICES

This element includes the development, maintenance and management of the regional transportation database to support the regional transportation planning program. Use of the data includes measuring system performance, evaluating level of service standards, calibration of the regional travel forecasting model, functional classification of roadways, routing of trucks, technical support for studies by local jurisdictions and air quality analysis. Work will continue on maintaining and developing a Geographic Information System (GIS) transportation database and technical assistance will be provided to MPO/RTPO member agencies and other local jurisdictions, as needed. RTC will continue to assist local jurisdictions in implementing and updating Growth Management Act (GMA) plans. The GMA requires that transportation infrastructure is provided concurrent with the development of land. The regional travel model serves as the forecasting tool to estimate and analyze future transportation needs. EMME/2 software is used to carry out travel demand and traffic assignment steps. RTC continues to use Metro's model with a refined zone system for Clark County and coordinates closely with Metro to ensure the model is kept up to date. An important part of this element in FY2002 will be use of the 2000 census data to enhance regional travel data and forecasting.

Work Element Objectives

1. Maintain an up-to-date transportation database and map file for transportation planning and regional modeling including maintenance and update of the region's highway network GIS layer, as necessary and incorporate transit ridership statistics and transit-related data developed by C-TRAN into the regional transportation database which are used for input to regional plans, travel forecasting model and for map-making. Collect, analyze and report on regional transportation data. Data sources include census data, Census Transportation Planning Package, Nationwide Personal Transportation Study (NPTS) data, travel behavior survey data, and County GIS information.
2. Maintain a comprehensive, continuing, and coordinated traffic count program.
3. Analyze growth trends and relate these to future year population and employment forecasts. RTC coordinates with Metro on their work and procedures for forecasting the region's population and employment data for future years and work with Clark County jurisdictions to allocate the region-wide growth total to Clark County's transportation analysis zones.
4. Continue to incorporate transportation planning data elements into the Arc/Info GIS system and use ArcView to enhance RTC's GIS capabilities.
5. Maintain designated regional transportation system, federal functional classification system of highways and freight routes GIS layers.
6. Assist local jurisdictions in analyzing data and information from the regional transportation data base and in implementing and updating GMA plans, including implementation of Concurrency Management programs.
7. Update computer equipment.
8. Work with local agencies to provide access to regional travel forecasting model and to expand model applications for use in regional plans, local plans, transportation demand management planning and transit planning. When local agencies and jurisdictions request assistance relating to use of the regional travel forecasting model for sub-area studies, procedures outlined in the adopted Sub-Area Modeling guide (February, 1997) is used.

9. Organize and hold meetings of the local Transportation Model Users' Group (TMUG) providing a forum for local model developers and users to meet and discuss model development and enhancement.
10. Increase the ability of the existing travel forecasting procedures to respond to information needs placed on the forecasting process. The model needs to be able to respond to emerging issues, including concurrency, peak hour spreading, latent/design demand, performance standards analysis, air quality, growth management, and life-style, as well as the more traditional transportation issues.
11. Develop and maintain the regional travel model to include: periodic update to provide recent base year, six year and twenty year horizons together with necessary re-calibration, network changes, speed-flow relationships, link capacity review, turn penalty review, land use changes, and interchange/intersection refinements.
12. Continue research into regional travel forecasting model enhancement.
13. Coordinate the utility, development and refinement of the Clark County regional travel forecasting model with Metro and other local agencies. RTC's model is consistent with Metro's. Metro participates in TRANSIM development and RTC will assist Metro to develop the model.
14. Expand RTC's travel modeling scope through development of micro-simulation model applications which are increasingly important in evaluating new planning alternatives, such as HOV operation and impact, ITS impact evaluation, and concurrency analysis.
15. Further develop procedures to carry out post-processing of results from travel assignments.
16. Continue to develop data on vehicle miles traveled (VMT) and vehicle occupancy measures for use in air quality and Transportation Demand Management (TDM) planning.
17. Assist local agencies by supplying regional travel model output for use in local planning studies, development reviews, Capital Facilities Planning and Transportation Impact Fee program updates.
18. Assist local jurisdictions in conducting their Concurrency Management Programs by modifying the travel model to apply it to defined transportation concurrency corridors in order to determine available traffic capacity, development capacity and identify six-year transportation improvements.
19. Provide technical support for implementation of the Commute Trip Reduction program including geo-coding maps as requested by work-sites, site-specific survey evaluation and additional technical support as requested.

Transportation Technical Services

20. Enhance technical transportation services provided to member agencies. The need arises out of a recognition that the management of traffic congestion issues is as important as planning/building additional highway lanes. In addition the complexity of the analytical tools and need for comprehensive data lead to the concept of conducting this analysis on a coordinated regional basis. A proposed priority technical activity to be expanded includes utilizing the travel forecasting model to assist member jurisdictions in conducting concurrency analyses that would precede their issuing a concurrency permit. The groundwork for conducting this analysis was initiated in 1999 through a project with the City of Vancouver that modified the travel model and applied it to a set of defined transportation concurrency corridors. This analysis was used to determine available traffic capacity, development capacity and six-year transportation improvements. Additional technical services proposed for development, depending on financial resources may include population and employment forecasting, 20-year capital facilities analysis, impact fee analysis, and micro traffic simulation.

Relationship To Other Work Elements

This element is the key to interrelating all data activities. Output from the database is used by local jurisdictions and supports the development of the MTP, TIP and Transit Development Plan. Traffic counts are collected as part of the Congestion Management Monitoring program and are coordinated by RTC. This is an ongoing data activity that is valuable in understanding existing travel patterns and future travel growth. The program is also a source of county-wide historic traffic data, and is used to calibrate the regional travel forecasting model in EMME/2. Development and maintenance of the regional travel forecasting model is vital as the most significant tool for long-range transportation planning. It relates to the MTP, TIP, management systems, traffic count, transit planning, and air quality planning.

FY 2002 Products

1. Update of the regional transportation database with data from the 2000 US Census and its Census Transportation Planning Package (CTPP) as well as the Nationwide Personal Transportation Study (NPTS).
2. Report on Clark County transportation information. The main elements will include: transportation measures in the MTP, use of highway by travel length, peak spread, transit related data and information, and work trip analysis.
3. Metro's 2025 population and employment forecast and Clark County comprehensive plan update to 2022 will be used to update the regional travel forecasting model. Updated land use and demographic data will be input to the regional transportation database. RTC will assist in allocation of future population and employment forecast data to Clark County transportation analysis zones. Model base year is updated annually so will be updated to 2001 during FY2002. A six-year model is also updated regularly to help growth management planning efforts and concurrency program development. The twenty year horizon currently is at 2020 (early 2001) but will be updated, along with Growth Management Act plans, for the region for years 2022 for land use planning and to 2025 for transportation planning efforts to ensure that the requirements of state and federal laws regarding planning horizon years are met.
4. Integrated transportation planning data and GIS Arc/Info data.
5. Maintenance and update of the geographically correct highway network and local street system in a GIS coverage. Review and update of the functional classification system will follow census data and federal Urban Area Boundary (UAB) revision.
6. Integrate freight traffic data into the regional transportation database as it is collected and analyzed. Metro leads the commodity flow modeling in the region.
7. Update traffic count database.
8. Technical assistance to local jurisdictions.
9. Provide transportation data analysis to assist C-TRAN in planning for future transit service provision.
10. Purchase of updated computer equipment with RTPPO revenues.
11. Continued implementation of interlocal agreement relating to use of model in the region and implementation of sub-area modeling.
12. Quarterly Transportation Model Users' Group (TMUG) meetings.

13. Refine travel forecast methodology using UFOSNET, the EMME/2 program and post-processing techniques using such tools as VISSIM for micro-simulation of traffic in selected corridors. The process to translate MTX travel demand models into UFOSNET will continue. Testing of the new model coding will be carried out throughout the year. Once the conversion is completed and validated, then the MTX will be replaced. Also, RTC will continue to utilize UFOSNET for GIS interface and GPS applications, as well as for more efficient and accurate network review.
14. Documentation of regional travel forecasting model procedures.
15. Re-calibration and validation of model as necessary.
16. Review and update of model transportation system networks, including highway and transit A framework to estimate TDM and ITS impacts will be explored.
17. In 2002, work will continue on examining the threshold between one-hour peak auto assignment analysis and two-hour peak auto assignment analysis. Future year RTC models may shift to use of a multiple hour peak. Use regional travel forecasting model data for MTP and MTIP development.
18. Use of model data for input to the Washington Transportation Plan update.
19. Data for air quality data analysis and documentation.

Transportation Technical Services

20. RTC will continue to serve local jurisdictions' needs in travel modeling and analysis. Coordination among all member jurisdictions is an important task.
21. An annual travel model update procedure for base year and six-year travel forecasts is now established to feed the concurrency programs of the City of Vancouver and Clark County. This requires update of the model base year annually.
22. Travel Demand Forecast Model Workshops can be held for planners and other staff, such as managers in Public Works at Cities and County, in order to improve their understanding of travel demand modeling issues and new advances to promote efficiencies in use of the model in our region, as the need arises.
23. Use of six-year (2007) model for concurrency management programs and six-year transportation strategy. Updating the intermediate year will include deriving population and housing forecasts from development already in place as well as approved development. Also, employment data will be updated to include permitted industrial and commercial development as well as inclusion of self-employed.
24. Use of model results for local development review purposes and air quality hotspot analysis.
25. Technical assistance in update of the Growth Management Comprehensive Plan for Clark County, due in late 2001/early 2002 and in development of the City of Vancouver's Transportation System Plan.

FY01 Element Expenses:

	\$
RTC	130,516
Computer Equipment (use of RTPO revenues)	7,000
Total	137,516

FY01 Element Revenues:

	\$
Fed. CPG	103,000
RTPO	10,000
Local	24,516
	137,516

2B. AIR QUALITY PLANNING

In an effort to improve and/or maintain air quality, the federal government enacted the Clean Air Act Amendments in 1990. The Southwest Clean Air Agency (SWCAA) has developed, as supplements to the State Implementation Plan, two Maintenance Plans; 1) for Carbon Monoxide (CO), and 2) for Ozone (O₃). In October, 1996 the CO Maintenance Plan and in April 1997 the Ozone Maintenance Plan were approved by the Environmental Protection Agency (EPA). Mobile source strategies contained in the Maintenance Plans were endorsed for implementation by the RTC Board of Directors (Resolution 02-96-04). Prior to this, the Vancouver region was classified as a 'moderate' nonattainment area for carbon monoxide air pollutants and a 'marginal' nonattainment area for ozone. Mobile emissions are a significant source of the region's air quality problems. As a result, transportation planning and project programming cannot occur without consideration for air quality impacts; indeed, transportation conformity requirements contained in the Federal Clean Air Act Amendments and the State Clean Air Act mandate that transportation plans and programs are to be a part of air quality improvement strategies. The MPO will monitor federal and state activity on the Clean Air Act and seek to implement any necessary transportation measures to maintain national ambient air quality standards. RTC assists the region's air quality planning program in providing demographic forecasts, development of a Vehicle Miles Traveled (VMT) grid, and monitoring changes in VMT. RTC also analyzes air quality implications through the EPA Mobile Emissions model and measures project-level air quality impacts.

In FY2001, a Clean-Fuel Vehicle Forum was supported by the RTC Board as a means for the region to demonstrate leadership in helping to solve air quality problems through the application of clean-fuel technology. The Forum's objective is to make recommendations toward possible purchase of hybrid electric-gasoline vehicles. The intent is to generate public agency interest and coordination toward the purchase of clean-fuel-vehicles.

Work Element Objectives

1. Monitor federal guidance on the Clean Air Act and state Clean Air Act legislation. In FY2002 this may include dealing with issues concerning reverting to the one-hour from the eight-hour ozone standard and possible impact on AQMA status. The EPA has noted that the Portland-Vancouver area is affected by this change.
2. Develop an MTP which is responsive to mobile emissions budgets established in the Maintenance Plans. If needed, Transportation Control Measures (TCMs) will be identified in the MTP.
3. Programming of any identified TCMs in the Transportation Improvement Program (TIP).
4. Cooperate and coordinate with State Department of Ecology in their research and work on air quality in Washington State.
5. Coordinate with Southwest Washington Air Pollution Control Authority in carrying out the provisions established in the Memorandum of Understanding (MOU) between RTC and Southwest Clean Air Agency (SWCAA), adopted by the RTC Board in January, 1995 [RTC Board Resolutions 01-95-02]. RTC's responsibilities include conformity determination for regional plans and programs and for adoption of TCMs for inclusion in the MTP and TIP. Also, the MOU seeks to ensure that inter-agency coordination requirements in the State Conformity Rule are followed.
6. Tracking of mobile emission strategies required in the Maintenance Plans. Strategies equate to emissions benefits. If a strategy cannot be implemented then alternatives have to be sought and substituted.
7. Analyze transportation data as required by federal and state Clean Air Acts.

8. Prepare and provide data for DOE in relation to the car exhaust and maintenance (I/M) program implemented in the designated portion of the Clark County region.
9. Use the upgraded Excel spreadsheet version of TCM Tools when evaluating TCM's. TCM Tools was developed for the Puget Sound region and allows for measurement of the effectiveness of potential TCMs in terms of travel and emissions reductions. In addition, TCM Tools can be used to quantify the Carbon Monoxide air quality benefits of projects proposed for TIP programming.
10. Carry out project level conformity analysis for local jurisdictions to provide for consistency within the region.
11. Work with local agencies in the summer to implement Clean Air Action Days, as necessary.

Relationship to Other Work Elements

This work element relates to the Metropolitan Transportation Plan, the Metropolitan Transportation Improvement Program (MTIP), Transit Development Program activities and planning for high occupancy vehicle modes of travel.

FY 2002 Products

1. Monitoring and implementation activities relating to the federal and State Clean Air Acts.
2. Implementation and tracking of Ten Year Air Quality Maintenance Plans.
3. Air quality conformity analysis and documentation for updates to the MTP and MTIP as required by the Clean Air Act Amendments of 1990.
4. Coordination with local agencies, Southwest Clean Air Agency (SWCAA), the Washington State Department of Ecology (DOE), Metro and Oregon Department of Environmental Quality (DEQ) relating to air quality activities.
5. Project level air quality conformity analysis as requested by local jurisdictions and agencies.

FY 2002 Expenses:

	\$
RTC	14,618
Total	<u>14,618</u>

FY 2002 Revenues:

	\$
Fed. CPG	11,000
RTPO	1,000
Local	<u>2,618</u>
	14,618

2C. COMMUTE TRIP REDUCTION

In 1991, the Washington State legislature passed the Commute Trip Reduction (CTR) Law as a Transportation Demand Management (TDM) tool. The law requires that local jurisdictions with major employers adopt a Commute Trip Reduction Ordinance and that employers who have 100 or more employees arriving at work between 6 a.m. and 9 a.m. should establish a commute trip reduction program for their employees. All affected Clark County jurisdictions have adopted CTR ordinances. The Law's established goals were amended by the 1997 state legislature. The defined goals were to have major employers reduce commute trips by 15% by 1995, 20% by 1997, 25% by 1999 and to achieve 35% reduction over the base year by 2005. Currently, there are fifty affected employers in Clark County. RTC's role in the CTR program includes providing technical assistance to jurisdictions in implementing and measuring the impacts of CTR programs.

Work Element Objectives

1. Provide technical assistance to local jurisdictions in implementing, measuring and evaluating CTR impacts and to the local participants in Partners for Smart Commuting.
2. Assist Employer Transportation Coordinators (ETCs).
3. Continue to integrate CTR into the regional transportation planning process including MTP, TIP, Transportation Management Systems, Washington Transportation Plan and Regional Transportation Data Base and Forecasting Model.
4. Coordination with local jurisdictions, participation in the Clark County Regional TDM Planning Team and coordination with Oregon TDM activities, notably the Transportation Planning Rule (TPR) requirements.
5. Participate in Clark County Regional TDM Planning Team.
6. Continue to monitor implementation of Washington State's CTR program.

Relationship To Other Work Elements

CTR is a Demand Management (TDM) tool and relates to MTP development, the MTIP and uses data from the regional transportation database. TDM provides strategies for reducing trips on the transportation system and is addressed in the adopted Congestion Management System.

FY 2002 Products

1. Review of CTR survey results and comparison with prior years to help evaluate the impact of CTR in Clark County.
2. Site profiles for affected work-sites, as requested.
3. Geo-coding and mapping of employees at work-sites, as requested.
4. Continue to use the travel model and Transportation Control Measure (TCM) Tools planning software, in conjunction with CTR survey results, to determine the impacts of employer programs on CTR zone and regional Single Occupant Vehicle (SOV) usage, Vehicle Miles Traveled (VMT), as well as travel speed impacts and air quality impacts.

5. Report on RTC's CTR activities to the lead Clark County agency for this work activity.

FY 2002 Expenses:

	\$
RTC	18,000
Total	<u>18,000</u>

FY 2002 Revenues:

	\$
WA State (via Clark County)	18,000
	<u>18,000</u>

NOTE: Budget Not Yet Determined

Clark County and other local jurisdictions also receive and use money for commute trip reduction planning and implementation (see Section 4 of this FY 2002 UPWP)

2D. ANNUAL CONCURRENCY UPDATE

RTC's involvement in the Concurrency Programs of local jurisdictions is in using the travel forecasting model to assist in conducting their transportation concurrency analysis. RTC's role is in technical analysis. The local jurisdictions themselves are responsible for the overall Concurrency Program.

Work Element Objectives

1. Assist local jurisdictions in conducting their Concurrency Management Program.
2. Modify the travel model and apply it to the defined transportation concurrency corridors to determine available traffic capacity, development capacity and identify six-year transportation improvements.

Relationship To Other Work Elements

The Concurrency Program work element relates directly to RTC's Regional Transportation Database and Forecasting element.

FY 2002 Products

1. Technical analysis relating to local Concurrency Management Programs.

FY 2002 Expenses:

	\$
RTC	
Total	_____

FY 2002 Revenues:

	\$
Clark County/City of Vancouver	

	0

Note: Budget not yet determined.

REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

3A. REGIONAL TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT

This element provides for overall coordination and management required of the regional transportation planning program. Ongoing coordination includes holding regular RTC Board and Regional Transportation Advisory Committee (RTAC) meetings. It also provides for bi-state coordination including partnering with Metro to organize and participate in the Bi-State Transportation Committee formed in 1999 through a joint resolution of RTC and Metro. In addition, it provides for public outreach and involvement activities. The fulfillment of federal and state requirements is also included in the element.

Work Element Objectives

Program Coordination and Management

1. Coordinate, manage and administer the regional transportation planning program.
2. Organize meetings and develop meeting packets, agenda, minutes, and reports/presentations for the RTC Board, Regional Transportation Advisory Committee (RTAC), Bi-state Transportation Committee Skamania County Transportation Policy Committee and Klickitat County Transportation Policy Committee.
3. Continue to promote RTC Board interests through the participation on statewide transportation committees and advisory boards. Specific opportunities for this are through the legislative process that is expected to follow the Blue Ribbon Transportation Commission's recommendations, the Executive Guidance Committee for the Washington Transportation Plan, the Washington State Transportation Commission and the Statewide MPO/RTPO Coordinating Committee.
4. Continue to provide leadership, coordination, and represent RTC Board positions on policy and technical committees within the Portland-Vancouver region that deal with bi-state, air quality, growth management, high capacity transit, and transportation demand management issues/programs. Specifically, the key committees include the following: C-TRAN Board, Metro's Joint Policy Advisory Committee on Transportation (JPACT), Metro's Transportation Policy Advisory Committee (TPAC) and the Bi-State Transportation Committee.
5. Coordinate and promote regional and bi-state transportation issues with the Washington State Legislative delegation and with the Washington State Congressional delegation. A major emphasis is placed on further engaging the legislative delegation in the RTC regional transportation process wherever possible. Information and coordination on regional transportation issues, policies and priorities will also be provided to lobbyists that represent our region in Olympia.
6. Coordinate regional transportation plans with local transportation plans and projects.
7. Coordinate with the Growth Management Act (GMA) planning process. In FY2002, the local GMA plan update should be completed. The actions of the Western Washington Growth Management Hearings Board as they relate to transportation planning will be tracked. RTC will review and certify the transportation elements of local comprehensive plans to ensure they conform to the requirements of the Growth Management Act and are consistent with the MTP.
8. Coordinate with environmental resource agencies to ensure a coordinated approach to environmental issues relating to transportation. The MPO should be represented at EIS scoping meetings relating to transportation projects and plans.
9. Monitor new legislative activities as they relate to regional transportation planning requirements.

10. Participate in transportation seminars and training.
11. Prepare RTC's annual budget and indirect cost proposal.
12. Maintain and upgrade the MPO/RTPO computer system, including review of hardware and software needs to efficiently carry out the regional transportation planning program and provide computer training opportunities for MPO/RTPO staff.
13. Continue the Bi-State Memorandum of Understanding between Metro and RTC.
14. Coordinate with Metro's regional growth forecasting activities and in regional travel forecasting model development and enhancement.
15. Develop bi-state transportation strategies and participate in bi-state transportation studies. In FY2002/2003 this includes participation in the I-5 Partnership and HOV demonstration program monitoring.
16. Liaison with Metro and Oregon Department of Environmental Quality regarding air quality planning issues.

Bi-State Transportation Committee

17. Continue meetings of the Bi-State Transportation Committee to serve as the communication forum to address all transportation issues of bi-state significance. The two interstates now serve the needs of over 55,000 daily commuters who travel from Clark County to Portland to work. In addition to the commuters, the two interstates must serve business, commercial, freight and other personal travel needs. The charge of the Committee is to insure that the needed one to six-year transportation investments are identified, and that a consensus is reached on implementation and financing. The second element of the charge is to set a long-term strategy in place to meet future transportation system needs of the two corridors.

Public Involvement

18. Increase public awareness and information provision of regional and transportation issues.
19. Involve and inform all sectors of the public, including the traditionally under-served and under-represented, in development of regional transportation plans, programs and projects. Incorporate public involvement at every stage of the planning process and actively recruit public input and consider public comment during the development of the RTP and MTIP.
20. Implementation of the adopted Public Involvement Program (adopted by RTC Board Resolution 07-94-18; July 5, 1994). Any changes to the Program requires that the MPO meet the procedures outlined in federal Metropolitan Planning guidelines.
21. Hold public meetings, including meetings relating to the MTP and MTIP, coordinated with local jurisdictions and WSDOT Southwest Region and Headquarters.
22. Conduct public involvement process for special projects and studies conducted by RTC.
23. Continue to update the RTC web site (<http://www.rtc.wa.gov>) which allows the public to gain information about planning studies being developed by RTC, allows access to RTC's traffic count database and provides links to other transportation agencies and local jurisdictions.
24. Participate in the public involvement programs for transportation projects of the local jurisdictions of Clark County such as the County's Transportation Improvement Program Involvement Team and the City of Vancouver's TIP Committee.

25. Communicate with local media.
26. Maintain a mailing list of interested citizens, agencies, and businesses.
27. Ensure that the general public is kept well informed of developments in transportation plans for the region. Outreach may be at venues such as the annual Clark County Fair held in August or at Westfield Shoppingtown (Van Mall) weekend events.
28. Respond to requests from various groups, agencies and organizations to provide information and give presentations on regional transportation topics. These requests provide an important opportunity to gain public input and discussion on a variety of transportation issues.

Federal Compliance

29. Comply with federal laws which require development of a Regional Transportation Plan, Transportation Improvement Program, and development of a Unified Planning Work Program.
30. Annually develop and adopt a UPWP that describes transportation planning activities to be carried out in the Washington portion of the Portland-Vancouver metropolitan area. The UPWP identifies the key policy decisions for the year and provides the framework for the RTC planning, programming, and coordinating activities. Prepare UPWP Annual Report.
31. Certification of the transportation planning process as required by federal law.
32. In 1990 the federal government enacted the Americans with Disabilities Act (ADA). The Act requires that mobility needs of persons with disabilities are comprehensively addressed. The MPO/RTPO undertakes planning activities, such as data gathering, data analysis and map-making, needed to support C-TRAN and local jurisdictions' implementation of ADA's provisions. C-TRAN published the 1997 C-TRAN ADA Paratransit Service Plan in January, 1997 and in 1997 achieved full compliance with ADA requirements.
33. Participate as a staff member of C-TRAN's Special Services Advisory Committee (SSAC). The SSAC makes recommendations for the accessibility and paratransit plan required by ADA.
34. Compliance with Title VI and related regulations such as the President's Executive Order on Environmental Justice. RTC will work to ensure that Title VI and environmental justice concerns are addressed throughout the transportation planning and project development phases of the regional transportation planning program. Beginning with the transportation planning process, appropriate consideration should be given to identify and address where programs, policies and activities may have a disproportionately high and adverse human health or environmental effects on minority and low-income populations. FTA Circular 4702.1 outlines reporting requirements and procedures for transit agencies and MPOs to comply with Title VI of the Civil Rights Act of 1964. RTC and C-TRAN will work cooperatively to provide the necessary Title VI documentation, certification and updates to the information. C-TRAN Title VI documentation was updated with the release of 1990 Census data in FY92.
35. Continue to review Clean Air Act Amendments conformity regulations as they relate to regional transportation planning activities and the State Implementation Plan (SIP). Participation in SIP development process led by the Washington State Department of Ecology (DOE). Implementation of strategies for maintaining clean air standards by such means as Transportation Control Measures (TCMs) to promote emissions reductions. MTP updates address the need to ensure that mobile emissions budgets established in the Ten-Year Air Quality Maintenance Plan for Carbon Monoxide and the Ten-Year Air Quality Maintenance Plan for Ozone can be continue to be met.

36. Address environmental issues at the earliest opportunity in the transportation planning process. Participate in scoping meetings for National Environmental Policy Act (NEPA) process. RTC will endeavor to assess the distribution of benefits and adverse environmental impacts at both the plan and project level.

Relationship To Other Work Elements

Regional transportation coordination activities are vital to the success of the regional transportation planning program and interrelate with all UPWP work elements. Program management is interrelated with all the administrative aspects of the regional transportation planning program and to all the program activities. The UPWP represents a coordinated program that responds to regional transportation planning needs.

FY 2002 Products

Program Coordination and Management

1. Meeting minutes and meeting presentation materials for transportation meetings organized by RTC.
2. Year 2002 Budget and Indirect Cost Proposal.
3. Participation in relevant Metro's regional transportation planning activities.

Bi-State Transportation Committee

4. Continue partnership with Metro to organize alternating meetings of the Bi-State Transportation Committee, host the meetings in alternate months and host staff meetings in alternating months.

Public Involvement

5. Documentation of public involvement and public outreach activities carried out by RTC during FY 2002. The documentation can be made available to the public and interested agencies.
6. Ensure that the significant issues and outcomes relating to the regional transportation planning process are effectively communicated with the media, including local newspapers, radio and television stations through press releases and press conferences.
7. Review of the Public Involvement Program for adequacy. RTC relies on a menu of public involvement techniques used to implement its public involvement program. If changes to the Public Involvement Program are proposed there would be a public notification process and comment period.

Federal Compliance

8. An adopted FY2003 UPWP, annual report on the FY2001 UPWP and FY 2002 UPWP amendments, as necessary
9. Production of maps and data analysis, to assist C-TRAN in their efforts to implement ADA and for transportation planning Title VI compliance.
10. Title VI documentation as required by federal agencies.
11. Review the public involvement program to ensure environmental justice issues are adequately addressed.

FY 2002 Expenses:

	\$
RTC	126,548
Total	<u>126,548</u>

FY 2002 Revenues:

	\$
Fed. CPG	88,528
RTPO	16,949
Local	<u>21,071</u>
	126,548

TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

4. TRANSPORTATION PLANNING ACTIVITIES OF STATE AND LOCAL AGENCIES

Federal legislation requires that all regionally significant transportation planning studies to be undertaken in the region are included in the MPO's UPWP regardless of the funding source or agencies conducting the activities. Section 4 provides a description of identified planning studies and their relationship to the MPO's planning process. The MPO/RTPO and local jurisdictions coordinate to develop the transportation planning work programs.

4A. WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SOUTHWEST REGION

Washington State Department of Transportation, Southwest Region, publishes the *Washington State Department of Transportation, Southwest Region, FY 2002 Unified Planning Work Program* which provides details of each of their planning elements.

Key issues and planning activities for the WSDOT Southwest Region within the RTC's region are:

1. Complete the Access Decision reports which resulted from the I-5/I-205 North Corridor Study at NE 179th and NE 219th Streets.
2. Work with RTC and the City of Vancouver to complete the I-205 Strategic Corridor Pre-Design Study (SR-14 to NE 83rd Street) to include an Access Decision Report.
3. Participate in the development of the Portland/Vancouver **Portland-Vancouver I-5 Transportation and Trade Partnership** jointly managed by WSDOT and ODOT. The Study addresses problems related to I-5 corridor freight movement. (See additional explanation in RTC UPWP section).
4. Coordinate with local agencies, RTC and ODOT on **I-5 HOV Operations**.
5. Work with RTC, ODOT and local governments on the **SR-35 Bridge Study**.
6. Coordinate with tribes located in the region on WTP, HSP, Route Development Plans, and other work plan elements.
7. Work with the RTPO's and MPO's on the refinement of the **Washington Transportation Plan (WTP)** and continue refinement of the **State Highway Systems Plan (HSP)**.
8. Continue **multimodal/intermodal** planning in coordination with the MPO's and transit agencies and tribes located in the region.
9. Partnership planning with the MPOs on air quality, system performance, congestion management, Intelligent Transportation Systems (ITS), livable communities, least cost planning, and major investment studies and development review.
10. Coordinate with local jurisdictions on Growth Management planning efforts to update comprehensive land use and transportation plans.
11. Research freight issues and coordinate with the State Freight Principals Task Force.
12. Coordinate with Bi-state partners on policies and issues related to the regional transportation system.
13. Investigate future Route Development Plan needs.

WSDOT WORK ELEMENTS:

Planning and Administration

Washington Transportation Plan

Public Transportation Planning

Multimodal/Intermodal Planning/Coordination

High Occupancy Vehicle (HOV)/High Capacity Transportation (HCT) Coordination

Commute Trip Reduction Program

Transportation Demand Management (TDM)

State Highway System Plan

MPO/RTPO Regional and Local Planning

MPO/RTPO Coordination and Planning

Regional or Local Studies

Development Review

Access/SEPA/NEPA

Local Comprehensive Plans/County Planning Policies and Other Policy Review

Route Development Planning

Route Development Planning

Corridor and Special Studies

Corridor Management Planning

Public Information/Community Involvement

Data and Research

Data Collection/Analysis

Travel Demand Forecasting

4B. C-TRAN

In addition to coordinating work with RTC C-TRAN has identified the following planning elements for FY2002:

Transit System Development

Service Planning will continue to ensure the best use of C-TRAN resources as well as responsiveness to local and regional needs. The new system of service implemented in July 2000 has provided a more efficient base system. C-TRAN is now monitoring the performance of these routes and evaluating options for improvements to the existing service to be made in September 2001. Also underway is the planning and coordination to connect C-TRAN commuter service with Tri-Met's MAX at the Parkrose LRT station opening in September 2001.

Growth Management Act (GMA) Comprehensive Plan reviews are underway in Clark County at this time. C-TRAN continues to participate in the process on several levels, coordinating with jurisdictions to advocate for comprehensive plans that support multiple modes of transportation, including transit. The GMA review process also informs C-TRAN about areas of growth and future needs in the region in the next 20 years.

Transit-Oriented Development serves to make transit use more convenient for the passenger, thus encouraging transit ridership. Examples of such development include siting other services such as residences, daycare, banking, and/or shopping adjacent to transit facilities. C-TRAN is planning partnership activities with other public and private organizations to encourage the siting of transit-oriented development. In addition, C-TRAN is participating on the City of Vancouver Code Update Technical Advisory Committee to advocate for code language that supports transit-friendly development.

Fishers Landing Transit Center opened in the summer of 2000. This 560-space facility services transit for Eastern Clark County, and is already nearing capacity. The facility includes a community room, which is being used on a regular basis. Planning efforts will focus on the need for the second phase of development of the remaining available land, including additional parking capacity and transit-oriented development partnerships.

7th Street Transit Center Redevelopment: Current and planned development in the downtown Vancouver business district is creating a vibrant urban core, and the 7th Street Transit Center is strategically located to service this expanded need for transit and a pedestrian-oriented environment. Potential upgrades include bus scheduling, high capacity bus shelters and additional passenger amenities, increased through-pedestrian access, vendor activities, widened sidewalks or plaza space, public/private partnerships, and a potential connection to

an I-5 pedestrian crossing, all encompassing the best use of C-TRAN property (including the pocket park and C-TRAN office/operations space) in the multi-block area.

Park and Ride Development: Consistent with the findings of the 1999 Park and Ride Study, the development of a Park and Ride facility in the I-5 corridor is progressing. C-TRAN is purchasing land, participating in a Clark County Road Improvement District (RID), and pursuing public/public and public/private partnerships to establish transit-oriented development with the ultimate goal of including pedestrian/transit-friendly housing, shopping, commercial services, and support services. Park and Ride development of other sites will be dependent on new information gleaned from the 2001 update to the Park and Ride Study, to be performed by C-TRAN and RTC.

Transportation Demand Management

Commute Trip Reduction (CTR) Program: C-TRAN continues to be the lead agency for implementing the Washington State Commute Trip Reduction Program intended to reduce single occupant vehicle trips to Clark County's largest employers. Coordination with Clark County and other jurisdictions will continue. It is expected that new performance measures and program guidelines will be implemented state-wide during 2001, bringing new opportunities and challenges for CTR.

Job Access and Reverse Commute: C-TRAN coordinates with Clark County employment service providers to determine the transit needs to access work places, and is pursuing the development of a plan to augment countywide access for welfare to work programs. C-TRAN can coordinate fixed route bus service and vanpool service with either employers, agencies, or individuals.

Intelligent Transportation System (ITS)

AVL / APC (Automatic Vehicle Location / Automatic Passenger Counter Pilot Project): In partnership with Tri-Met, C-TRAN is engaged in a fixed route pilot program. This pilot program is a unique opportunity for C-TRAN to test some of the Automatic Vehicle Location technologies while also establishing a collaborative work relationship with Tri-Met. The project has been in process for over a year. In 2001, it is planned to be expanded to ten coaches with Tri-Met processing the data collected and preparing the statistical reports.

VAST (Vancouver Area Smart Trek) is a new program by transportation agencies in Clark County (the Cities of Vancouver and Camas, Clark County, the Washington State Department of Transportation Southwest Region, the Southwest Washington Regional Transportation Council, the Port of Vancouver and C-TRAN) to develop a 20-year Intelligent Transportation System (ITS) Plan. ITS uses advances in technology to improve the safety and efficiency of our transportation system. The VAST program partnership is being coordinated with similar efforts underway in the Portland metropolitan area to ensure ITS strategies throughout the region are integrated and complementary.

Transit Operations and Management: Based on stakeholder input and current industry trends, the Steering Committee included the need for Advanced Public Transportation System (APTS) components as part of the VAST project. APTS technologies address two major aspects of transit operations: (1) transit traveler information systems and (2) transit agency operations and management. Individual components are as follows:

- Install Automated Vehicle Location (AVL) equipment on each bus to provide inputs into operations and traveler information systems
- Provide transit traveler information on the Internet

- Provide transit traveler information at key bus stops
- Install automated fleet maintenance management system
- Integrate transit operations system with regional traffic management systems
- Integrate paratransit service dispatch with fixed-route service dispatch
- Install automated passenger counters on all vehicles to provide continual ridership data for planning
- Provide transit traveler information to mobile devices including pagers and hand held PC's
- Install automated fare system
- Provide transit priority treatment to C-TRAN buses at traffic signals

4C. CLARK COUNTY AND OTHER LOCAL JURISDICTIONS

The following planning studies have been identified by CLARK COUNTY:

- Development of **Transportation Improvement Program (TIP)**.
- **Concurrency Management System:** includes maintenance of the Concurrency Management System. The work program includes monitoring of existing capacity, capacity reserved for recently approved development and LOS in response to new development proposals. A "state of the system" report is issued periodically and full system evaluation and update is also carried out periodically.
- **Capital Facilities Plan and Transportation Impact Fees** program update, as needed.
- Update to the **Comprehensive Plan for Clark County** as required by the state's Growth Management laws. A Plan update is due in December, 2001 or early 2002. The County will be working with regional partners to fully meet the requirements of HB 1487 (the LOS Bill) as part of the Plan update.
- An **Arterial System Classification Map** was adopted in 1996 and relates to the GMA to guide improvements required of developments for existing and future roadway cross-sections. The classification system will be updated as necessary.
- **Balancing Transportation Concurrency and Growth Management: developing effective short-term strategies to implement long range transportation and land use plans in Clark County.** This study is federally-funded through the Transportation and Community and System Preservation Pilot Program (TCSP) in the amount of \$380,000.
- Working through the **Vancouver Area Smart Trek (VAST)** process to implement promising strategies ITS strategies.
- A **Bicycle Advisory Committee** assisted Clark County in putting together the 1995-2001 Bikeways Program. Clark County will continue to carry out multi-modal transportation planning activities during FY2002.
- Interstate interchange area land use planning.

The following planning studies have been identified by CITY OF VANCOUVER:

- **Concurrency Management System** implementation by corridor travel time methodology.
- **Capital Facilities Plan and Transportation Impact Fees** program update.

- **The City of Vancouver Transportation System Plan** should be finalized in FY2002. RTC provides technical assistance, modeling and regional policy direction for the Plan. Results of the TSP will, in turn, be incorporated into the MTP for Clark County.
- **Neighborhood Transportation Program.**
- **City Commute Trip Reduction Program:** This program is designed to assist affected employers in reducing single occupant vehicle trips to and from work. Work program tasks for the City include liaison work, task oversight and reporting, identification of new CTR affected employers, and employer program review.
- Work initiated by the City of Vancouver as Transportation Information, Management, and Control System (TIMACS) has been renamed the **Vancouver Area Smart Trek (VAST)** program. RTC will administer the program in FY2002. The City will coordinate with regional partners to implement recommendations of VAST.

The following planning studies have been identified by CITY OF CAMAS:

- **Growth Management Plan Update** together with Capital Improvement Plan.
- **Neighborhood Traffic Management Study.**

The following planning studies have been identified by CITY OF WASHOUGAL:

- **Growth Management Plan Update** together with Capital Improvement Plan.

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
AA	Alternatives Analysis
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AAWDT	Annual Average Weekday Traffic
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Urban Arterial Trust Account Improvement Program
APTA	American Public Transit Association
AQMA	Air Quality Maintenance Area
AVO	Average Vehicle Occupancy
BEA	Bureau of Economic Analysis
BMS	Bridge Management System
CAA	Clean Air Act
CAAA	Clean Air Act Amendments
CBD	Central Business District
CBI	Coordinated Border Infrastructure Program
CFP	Community Framework Plan
CIT	Community Involvement Team
CM/AQ	Congestion Mitigation/Air Quality
CMS	Congestion Management System
CO	Carbon Monoxide
CORBOR	Corridors and Borders Program (federal)
CREDC	Columbia River Economic Development Council
CTPP	Census Transportation Planning Package
CTR	Commute Trip Reduction
C-TRAN	Clark County Public Transportation Benefit Area Authority
DCTED	Washington State Department of Community, Trade and Economic Development
DEIS	Draft Environmental Impact Statement
DEQ	Oregon State Department of Environmental Quality
DLCD	Oregon Department of Land Conservation and Development
DNS	Determination of Non-Significance
DOE	Washington State Department of Ecology
DOL	Washington State Department of Licensing
DOT	Department of Transportation
DS	Determination of Significance
EAC	Enhancement Advisory Committee
ECO	Employee Commute Options
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ETRP	Employer Trip Reduction Program
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highways Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
FY	Fiscal Year
GIS	Geographic Information System
GMA	Growth Management Act
HCM	Highway Capacity Manual
HCT	High Capacity Transportation
HOV	High Occupancy Vehicle
HPMS	Highway Performance Monitoring System
I/M	Inspection/Maintenance
IMS	Intermodal Management System
IPG	Intermodal Planning Group
IRC	Intergovernmental Resource Center
ISTEA	Intermodal Surface Transportation Efficiency Act (1991)
ITS	Intelligent Transportation System
IV/HS	Intelligent Vehicle/Highway System
JPACT	Joint Policy Advisory Committee on Transportation
LAS	Labor Area Summary
LCDC	Oregon Land Conservation and Development Commission
LCP	Least Cost Planning
LMC	Lane Miles of Congestion
LOS	Level of Service
LPG	Long Range Planning Group
LRT	Light Rail Transit
MAB	Metropolitan Area Boundary
MIA	Major Investment Analysis
MP	Maintenance Plan (air quality)
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning and Development Program
NEPA	National Environmental Policy Act
NHS	National Highway System
NOX	Nitrogen Oxides
O/D	Origin/Destination
ODOT	Oregon Department of Transportation
OFM	Washington Office of Financial Management
OTP	Oregon Transportation Plan
PCE	Passenger Car Equivalents
PE/DEIS	Preliminary Engineering/Draft Environmental Impact Statement
PHF	Peak Hour Factor
PM10	Fine Particulates
PMG	Project Management Group
PMS	Pavement Management System
POD	Pedestrian Oriented Development
Pre-AA	Preliminary Alternatives Analysis
PSMP	Pedestrian, Safety & Mobility Program

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
PTBA	Public Transportation Benefit Authority
PTMS	Public Transportation Management System
PTSP	Public Transportation Systems Program
PVMATS	Portland-Vancouver Metropolitan Area Transportation Study
RACM's	Reasonable Available Control Measures
RACT	Reasonable Available Control Technology
RID	Road Improvement District
ROD	Record of Decision
ROW	Right of Way
RPC	Regional Planning Council
RTAC	Regional Transportation Advisory Committee
RTC	Southwest Washington Regional Transportation Council
RTFM	Regional Travel Forecasting Model
RTP	Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
RUGGO	Regional Urban Growth Goals and Objectives
SCP	Small City Program
SEIS	Supplemental Environmental Impact Statement
SEPA	State Environmental Policy Act
SIC	Standard Industrial Classification
SIP	State Implementation Plan
SMS	Safety Management System
SOV	Single Occupant Vehicle
SPG	Strategic Planning Group
SR-	State Route
SSAC	Special Services Advisory Committee
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
SWAPCA	Southwest Washington Air Pollution Control Authority
SWCAA	Southwest Clean Air Agency
TAZ	Transportation Analysis Zone
TCM's	Transportation Control Measures
TCSP	Transportation and Community and System Preservation Pilot Program
TDM	Transportation Demand Management
TDP	Transit Development Program
TEA-21	Transportation Equity Act for the 21 st Century
TIB	Transportation Improvement Board
TIP	Transportation Improvement Program
TIPIT	Transportation Improvement Program Involvement Team
TMA	Transportation Management Area
TMS	Transportation Management Systems
TOD	Transit Oriented Development
TPAC	Transportation Policy Advisory Committee
TPP	Transportation Partnership Program
TPR	Transportation Planning Rule
Tri-Met	Tri-county Metropolitan Transportation District

TRANSPORTATION GLOSSARY

ABBREVIATION	DESCRIPTION
TSM	Transportation System Management
UAB	Urban Area Boundary
UGA	Urban Growth Area
UGB	Urban Growth Boundary
UPWP	Unified Planning Work Program
V/C	Volume to Capacity
VHD	Vehicle Hours of Delay
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

FY 2002 SUMMARY OF EXPENDITURES AND REVENUES: RTC

SOUTHWEST WASHINGTON REGIONAL TRANSPORTATION COUNCIL										
FY 2002 UNIFIED PLANNING WORK PROGRAM - SUMMARY OF REVENUES/EXPENDITURES BY FUNDING SOURCE										
Work Element		FY 2002 Federal CPG	FY 2002 State RTPO	Federal CM/AQ	Federal High Priority	Federal STP	State	Other	FY 2002 MPO Funds*	RTC TOTAL
I	REGIONAL TRANSPORTATION PLANNING PROGRAM									
	A Metropolitan Transportation Plan	63,000	12,000						14,995	89,995
	B Metropolitan Transportation Improvement Program	25,000	7,000						5,950	37,950
	C Congestion Management System Monitoring			140,000					21,850	161,850
	D I-5 Transportation and Trade Partnership 1					162,500	25,361			187,861
	E Vancouver Area Smart Trek 2			86,500					13,500	100,000
	F I-205 Strategic Corridor Pre-Design Study 3							15,000		15,000
	G I-5 North Access Decision Reports 4									0
	H Vancouver Transportation System Plan 5							6,760		6,760
	I Skamania County RTPO		16,915						0	16,915
	J Klickitat County RTPO		18,723						0	18,723
	K SR-35 Study 6				310,100		77,525			387,625
	Sub-Total	88,000	54,638	226,500	310,100		102,886	21,760	56,295	1,022,679
II	DATA MANAGEMENT, TRAVEL FORECASTING AND TECHNICAL SERVICES									
	A Reg. Transp. Data Base, Forecasting & Tech. Services	103,000	10,000						24,516	137,516
	B Air Quality Planning	11,000	1,000						2,618	14,618
	C Commute Trip Reduction 4						18,000			18,000
	D Annual Concurrency Update 4									
	Sub-Total	114,000	11,000	0	0		0	0	27,134	152,134
III	TRANSPORTATION PROGRAM COORDINATION AND MANAGEMENT									
	A Reg. Transp. Program Coord. & Management	88,528	16,949						21,071	126,548
TOTALS		290,528	82,587	226,500	310,100		102,886	21,760	104,500	1,301,361

Jan. 26, 2001

NOTES

- 1 Assumes 65% of RTC STP funds will be used in FY2002. This is a portion of the full ODOT/WSDOT/Metro/RTC Partnership budget.
- 2 Assumes 50% of Study funds will be used in FY2002.
- 3 Assumes 17% of RTC's budget available in FY2002.
- 4 Budget not yet determined.
- 5 Assumes 20% of Study funds will be used in FY2002.
- 6 Assumes 35% of Study funds will be used in FY2002.

M E M O R A N D U M

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TEL 503 797 1700 | FAX 503 797 1794



METRO

Date: May 3, 2001
To: JPACT *[Signature]*
From: Michael Hoglund, Regional Planning Director
Subject: *2040 re-engagement; Key Products; Status Report*

Metro staff is in the process of briefing local government advisory committees (MPAC, JPACT, MTAC, TPAC, WRPAC) on our 2040 re-engagement activities. The purpose of the briefings will be to provide the committees with an overview of the re-engagement purpose and to tie re-engagement activities to decisions the committees will be weighing in on through the end of calendar year 2002. Those decisions include the various components of Periodic Review, Goal 5, Regional Transportation Plan implementation, and related Parks and Greenspaces programs. The committee briefings also provide an opportunity to begin developing partnerships related to upcoming outreach activities and products.

Attached for MTAC review is a spring 2001 summary of ongoing and upcoming 2040 re-engagement activities. In particular, the summary incorporates areas for partnering with local governments and organizations. Key partnering opportunities include the March 2002 conference and the Fall 2001 "table talks, as well as others. The immediate next step for local government partnering is setting up a series of meetings between Metro Councilors and local elected officials. The purpose of these meetings will be to open a dialogue between officials in order to better understand key issues related to Metro program areas over the next two years. Metro staff will work with local staff to prepare for those meetings.



METRO

2040 re-engagement Status Report *Spring 2001*

Following is an informational summary and selected attachments on Metro's 2040 re-engagement process. The first attachment is a summary of the purpose and need for the re-engagement process and its intended audience and potential benefits. In sum, the 2040 re-engagement process is an effort to integrate key inter-related Metro planning activities that are underway and will be concluding near the end of calendar year 2002. 2040 re-engagement is intended to result in integrated, comprehensive, and understandable regional planning as it relates to building better communities through decisions on Periodic Review, Goal 5, Regional Transportation Plan implementation and finance, and Parks and Greenspaces programs.

A number of events and products have been or will be developed as part of this coordination effort. To the degree possible, coordination will not only be inter-departmental at Metro, but will incorporate activities and products of local government, agency, non-profit, and private partners.

Summary

Summary Statement. Attachment 'A' is a one page summary statement dated March 22, 2001 describing the 2040 re-engagement process. In addition to re-engaging the discussion around the vision and implementation of the 2040 Growth Concept, the re-engagement process provides an umbrella of coordinated public outreach for Periodic Review.

Sponsorships/Partnerships. The overall 2040 re-engagement budget applies public outreach materials and staff from existing programs into a coordinated, integrated approach for discussing planning program areas. Additional resources are being pursued through outside sponsorships and partnerships. The sponsorships are oriented towards private sector contributors, while partnerships may be developed with private, non-profit, and public organizations. Most 2040 re-engagement activities will be open to sponsorships and/or partnerships.

Livability Reports. Two Livability Reports (working title) are proposed. A phase I report is intended as background information on the decisions that need to be made over the next two years. It focuses on: 1) the 2040 decision that was made six years ago and will include much of the information that was included in the "Nature of 2040" document; 2) how we have been doing and will summarize key findings of the performance measure and survey activities; 3) the choices ahead of us for building livable communities related to Periodic Review, Goal 5, transportation finance and RTP implementation; and parks and greenspaces; and 4) a call to action to participate in upcoming events, including the conference. A phase II Livability Report will be produced for the conference and will include much more detailed and focused information related to choices and trade-offs associated with Metro program areas.

Regional Livability Conference. A two and one-half day conference is being planned to discuss issues and information related to key program areas, and to examine growth

and livability issues from a national perspective, as well. The goal is to get together as many as 1000 people to discuss issues, evaluate trade-offs, and communicate on how they see the region can best implement the 2040 Growth Concept. Based on availability of the Convention Center and avoiding holidays (President's Day, spring break) in February/March 2002, the conference has been set for March 14 -16. Regular updates will be given to the committees on the conference. A strong partnership role with partners is anticipated.

Legacy Project. The project engages past, present, and up and coming civic/business leaders committed to state, regional, and local planning efforts. The select group helps gather support for and serves as civic ambassadors of the 2040 re-engagement effort. The project will include outreach events with speakers and a commemorative publication to capture the historical perspective and highlight the contributions and vision of civic leaders and businesses.

Community Partner Forums. The main events were the meetings with local planners and activists and the elected official/planning commission forums in January/February 2001. Current activities are the councilor meetings and the survey for local officials that has been distributed.

Spring 2001 Strategic Outreach. Over the next few months, Metro staff will hold a number of meetings related to program activities (e.g., MTIP open house). At those meetings it is proposed to bring general information related to how the activity fits into the greater 2040 Growth Concept and how it relates to other program areas. In other words, consistent with the theme of 2040 re-engagement, begin thinking comprehensively within program areas as part of our regular outreach. Also this spring, staff is proposing to meet with various community or advocacy groups that we communicate with regularly to discuss 2040 re-engagement. Examples of these groups would be the Columbia Corridor Association and Coalition for a Livable Future.

Fall Table Talks. Beginning fall of 2001, Metro staff is proposing a broad series of meetings and discussions with as many organizations as possible. The purpose of the table talks would be to initiate groups on the key Metro program areas and choices to made; refine a list of issues stemming from the meetings; and inviting participants to the conference and future decision actions. Table talks would be oriented to standing organizations (neighborhood and business groups, clubs, associations, etc.) and could be set up on an ad hoc basis, as well. A speakers bureau will be developed and as many as 100-150 table talks are possible. A discussion guide will be developed to provide a context for the table talks. Partnerships with local governments and organizations will be important to this activity.

Town Halls. Metro is proposing a series of "town halls" to be jointly sponsored with local governments and would focus on 2040 and Metro program areas on a more localized basis. However, unlike the table talks, the audience would likely be somewhat larger and more diverse in their approach to the various issues.

Other outreach activities are likely to evolve as the 2040 re-engagement and program areas move along. Summary reports will be developed for major outreach activities such as the table talks, the conference, etc.

Metro Contact:

To get more information or to determine how you or your organization can get involved in the 2040 re-engagement activities, contact Sherry Oeser at Metro, (503) 797-1721, oesers@metro.dst.or.us.

Attachment A

March 22, 2001

2040 Reengagement: Where do we grow from here? Spring 2001-Winter 2002

What is it?

The 2040 re-engagement effort is a comprehensive strategy to support the Council's critical decision-making processes in 2002. It requires cross-departmental coordination of multiple planning projects linked with effective and informed public participation in the Council's decisions.

The goals of the effort are to:

- Help the Council understand which policy options the public prefers.
- Ensure that critical land use, transportation, natural resource, and park and open space plans are logically linked and mutually supporting.
- Engage citizens, stakeholders, and elected officials in an informed conversation about the choices, tradeoffs, and costs necessary to manage and mitigate the effects of growth.
- Meet legal requirements and agency principles for public participation in state-mandated land use decisions.

Who's the audience?

The audiences include city and county elected officials, planning commissions, local planning staffs, business groups, neighborhood and community planning organizations, activated citizens and citizen groups, special districts, state and federal officials and agencies, and the general public. All the audiences are important but their participation will be tailored according to their interests, the nature of the subject matter, and the timing of the decision making process.

What will the audiences take away from this effort?

The audiences will be able to participate knowledgeably and effectively in the major decisions facing the Council in 2002. They will be engaged at the right time on the right issues with more complete understanding of the tradeoffs and costs involved in improving the livability of the region.

Metro, as a public agency, will make better use of limited resources by coordinating and focusing its programmatic, technical and public participation activities.

The Council will be able to make better decisions with a broader base of support.

M E M O R A N D U M

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METRO

TO: Metro Council
Metro Executive Officer
JPACT
MPAC

FROM: Andy Cotugno, Metro Planning Director

DATE: May 1, 2001

**5th Annual Cascadia Metropolitan Forum
and
Cascadia Mayor's Council
and
Cascadia Valley Forum**

**June 29 and 30, 2001
Westin Hotel
Whisler, British Columbia**

The **Cascadia Metropolitan Forum** will be conducted as a joint session with the Cascadia Mayor's Council and newly created Cascadia Valley Forum. The Metropolitan Forum is aimed at elected and key policy staff from the Seattle, Vancouver and Portland regions at the state (province), regional and local level directly involved in growth management and it's linkage to transportation and natural resource protection. In the past, we have had good participation from the Metro Council, JPACT and MPAC. This is an opportunity to talk face-to-face with your counterparts in the 2 other metropolitan regions with similar plans as ours.

This year, the forum is being coordinated with the **Cascadia Mayor's Council**. The Mayor's Council is aimed at Mayor's throughout the corridor from Eugene to Vancouver, B.C., including Victoria. It is also being coordinated with a newly created **Valley Forum**, aimed at elected officials outside the large metro regions.

Please make your own travel arrangements. The conference will be at the Westin Hotel in Whisler, B.C. You can contact the Westin at 1-888-634-5577 or email to reservations@westinwhistler.net. Mention that you are connected with the Cascadia Conference

and you can book a room at \$149 Canadian per night (approximately \$100 U.S. dollars). The Cascadia group has a limited supply of free Amtrak tickets (contact Bruce Agnew at 206-292-0401 ext. 113 directly if you are interested). The conference price will be approximately \$90 US for both days, \$20 US for Friday only and \$70 US for Saturday only. The final cost will depend on registrations and will be collected upon registration. I will provide you information about travel connections from the airport to Whisler as soon as I receive them.

The program is attached. It consists of a joint session with all three groups on Friday afternoon, a Friday evening reception, breakout sessions for the three groups Saturday morning and a joint session Saturday afternoon.

In addition to making your own travel arrangements, please register for the one or both days of the conference by contacting Francine Floyd at the Metro Planning Department to ensure the Cascadia Conference has a proper count. Francine can be reached at 503-797-1755 or floydf@metro.dst.or.us.

AC/ff

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2001 Cascadia Conference and Metropolitan Forum

in conjunction with the Cascadia Mayors Council Meeting

June 29 and 30, 2001

The Westin Resort and Spa, Whistler BC

Friday, June 29, 2001

8:00 - 3:30

Cascadia Mayors Council Meeting (Council Members Only)

3:30 - 4:30

Joint Session with Cascadia Mayors Council - Updates on TEA-21 and High Speed Rail Act

Moderator: Bruce Agnew, The Cascadia Project

Amtrak Cascades update (WSDOT, ODOT, Amtrak West)

Mayor Hugh O'Reilly - Update on Olympic Bid and high speed rail to Whistler

Invited to participate in person or via teleconference from Washington D.C.

Rep. Don Young, Chair, House Transportation & Infrastructure Committee

Sec. Norm Mineta, US Department of Transportation

Rep. Pete DeFazio, House Transportation & Infrastructure Committee

5:00 - 6:30

Reception co-hosted by Mayor Hugh O'Reilly, Whistler and The BC-Washington Corridor Task Force

Lloyd Axworthy, Liu Centre of UBC, former Foreign Affairs Minister

Introduction: Charles Kelly, The BC-Washington Corridor Task Force

Saturday, June 30, 2001

8:30 - 9:00

Introductory Remarks

Ken Cameron, Greater Vancouver Regional District

Paul Daniell, The BC-Washington Corridor Task Force

9:00 - 12:00

Concurrent Sessions

5th Metropolitan Forum

Greater Vancouver Regional District, Puget Sound Regional Council,

METRO (Portland OR)

Regional governance initiatives

Salmon recovery in an urban environment

Valley Forum - Conservation in the face of urbanization

David Marshall, Fraser Basin Council

Robert Tibbs, Cascadia Pacific Institute (tbc)

Willamette Livability Forum (tbc)

Lon Wyrick, Thurston Regional Planning Council (tbc)

Steve Harvey, Cowlitz Wahkiakum COG

Cascadia Tourism Opportunities and Challenges

Moderator: Suzanne Denbak, Tourism Whistler

Address: Mike Harcourt, Ocean's Blue Foundation

Panel: Robin Kelleher, BC Rail

Darrel Bryan, Victoria Clipper ferry service

Florence, Oregon, Port Angeles, Washington, Victoria, B.C.: Pacific Coast

Scenic Byways (Highway 101) - from California to Alaska (invited)

12:00 – 1:30

Luncheon Keynote Speaker: Governor Gary Locke, Washington State

Introduction: Bruce Agnew, The Discovery Institute Cascadia Project, Seattle

2:00 – 4:30

Green Trade Corridors – Mixing Conservation and Commerce along Cascadia Corridor

Keynote: Dr. Alan Artibise, University of Missouri-St Louis

Developing the Cascadia Corridor, where do we go from here?

Speaker JPAC (Portland-Clark County): sustainable strategies

Speaker: Gordon Rogers, International Mobility and Trade Corridor Project –
A Bi-National Working Model

Speaker: Charles Kelly, The BC-Washington Corridor Task Force –
Private sector participation and leadership

Sprawling cities and spreading waistlines

The Centers for Disease Control and Prevention turn their attention to the connection between community design and people's level of physical activity.

For decades, health scientists have warned us that Americans are more sedentary and more obese than ever. The changing nature of work, the reliance on cars, the time spent in front of televisions and computers, the overconsumption of junk food — these are the usual suspects mentioned as contributing to this epidemic. Recently, however, researchers have begun to take a hard look at how the physical layout of our cities and neighborhoods might affect people's health.

The pursuit of data is gaining momentum. The Robert Wood Johnson Foundation has committed itself to funding research on the links between community design and health (see January/February 2001). More than 550 people gathered at a national conference on transportation and disease prevention in San Diego in January. On the federal level, the Centers for Disease Control and Prevention (CDC) have launched a new program, Active Community Environments (ACES), which seeks to identify specifically how land use and transportation affects behavior. ACES' ultimate goal is to give people more opportunities to be physically active.

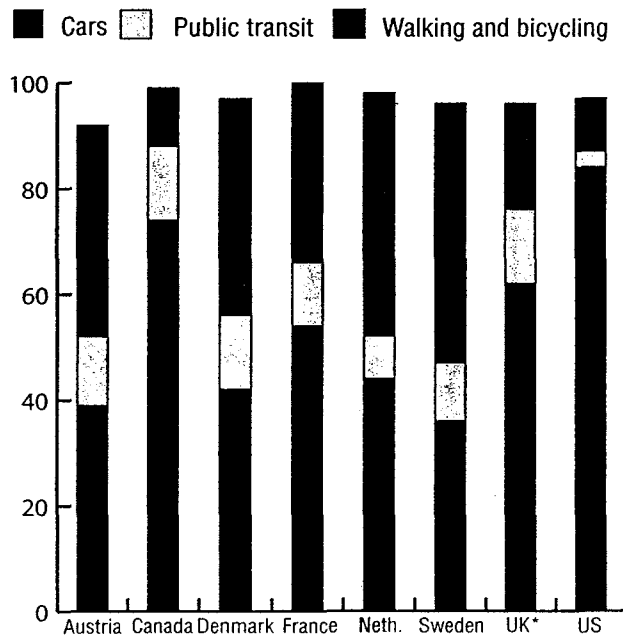
These efforts come at the heels of last year's report from the Surface Transportation Policy Project (STPP), *Mean Streets 2000*, which suggested that neighborhood and street design has a more immediate impact on health: death by accident. STPP ranked the 10 cities most dangerous to pedestrians, and almost all of them turned out to be Southern or Southeastern states where sprawling development has left pedestrians stranded on roads without sidewalks and far from schools and stores. Walking has become a dangerous business — per mile traveled, pedestrians are 36 times more likely to die in a collision than drivers, the report says. Walking has decreased but pedestrian fatalities have dropped only slightly. In 1997 and 1998, 13 percent of all traffic fatalities were pedestrians, the report says. And analysis of the cases where information was available, revealed that 60 percent of the accidents occurred in places where no crosswalks were provided.

LACK OF EMPIRICAL DATA

On the surface, the connection between community design and health seems straightforward. Says Richard Killingsworth, a health scientist with the CDC who spearheads the ACES program: "Obviously, the way suburban developments are presently going up, with their lack of connectivity and a poor proximity to destinations of interest, does have an impact on one's ability to walk or bicycle. We know that clearly."

Recently, newspapers across the country have featured almost identical anecdotes about suburban residents who have been embarrassed into exercising in a health club rather than walking in their neighborhood. Passing drivers repeatedly stop to offer a ride or ask if everything is all

Modal split as percentage of total trips in urban areas, 1990



*England and Wales. Source: "How Land Use and Transportation Impact Public Health," *Active Community Environments 2000*.

right. In some quarters, walking has come to be perceived as a suspicious activity — pedestrians must be either poor, lost, or mentally ill. Unfortunately, research on people's walking and bicycling habits has been sporadic at best. "We have a lot of assumptions based on what is available through transportation and land-use studies," Killingsworth says, but most of these studies focus on congestion or emission reduction and how people behave when they are in their cars.

"The data on walking in this country is pitiful," says Bill Wilkinson, Executive Director of the National Center for Bicycling and Walking. "We need good empirical evidence so we can nail down causalities."

The available data suggests that the decline in walking is substantial. According to the Nationwide Personal Transportation Survey, conducted every five years by the US Department of Transportation, the number of trips taken on foot has dropped by 42 percent in the last 20 years.

WHERE IS THE LINK?

Establishing a causal link between this decline and urban design has proved difficult. Lawrence Frank and Peter Engelke of the City and Regional Planning Program at Georgia Institute of Technology reviewed the literature on the subject in ACES' first working paper, *How Land Use and Transportation Systems Impact Public Health*. They write: "Urban form variables themselves are difficult to disen-

tangle. Those believed to influence the propensity to walk and bike, such as high density levels and grid street patterns, are often located in the same areas, making it difficult to determine which urban form factor is the more important. As a result of these difficulties, there is no universally accepted methodology in the scholarly literature for disentangling the influences of individual urban form variables on travel behavior."

One of ACES' first task is to study why people choose to live in communities where opportunities for walking and bicycling are limited, Killingsworth says. "Are they self-selecting because those types of behaviors are not of interest to them, or if they did select a community with a high prevalence of walking or biking, would they be persuaded to engage in those behaviors?" he asks.

In other words, would people behave differently in a mature new urbanist community? To find out, Killingsworth has sought the assistance of the Congress for the New Urbanism (CNU) in identifying communities for study. Hope VI projects, where many residents return to the same location to live in a radically different design, are of particular interest, he says.

ACES is also working closely with the National Park Service, studying the proximity of parks and trails to residential communities and how people access these facilities. The program is developing a guide, *Kids-Walk-to-School*, that helps parents, community leaders, and health care practitioners promote walkable communities with safe routes to schools.

"We're looking at simple issues of decision making," Killingsworth says. "How one decides to be physically active, and what cues are available to allow that to happen." According to Frank and Engelke, people's inactivity may be explained as a combination of personal barriers — such as lack of motivation, perceived lack of time, and family obligations — and environmental barriers, such as lack of sidewalks and bike lanes, lack of parks nearby, topography, and perceived safety of one's neighborhood.

COSTS OF CAR CULTURE

A 1990 comparison of travel behavior in Western industrialized countries shows just how insurmountable such barriers are in the US (see graph on page 16). While automobile use hit a low of 36 percent of all trips in urban areas in Sweden, it topped out at 84 percent in the US. Walking and bicycling accounted for only 10 percent of trips in the US, whereas in Denmark, the Netherlands, and Sweden, people used their bodies in more than 40 percent of all trips.

The inactivity is taking its toll. According to Killingsworth, the CDC estimates that physical inactivity is a primary factor in 200,000 deaths annually, and some scientists conclude that it contributes to about 25 percent of chronic disease and 10 percent of the total number of deaths. "The financial consequences of this range from about \$22 billion to \$50 billion annually," Killingsworth says.

Only 30 to 40 percent of the US population engage in

regular, sustained exercise, while another 30 percent are completely inactive. More than 50 percent are considered overweight. Killingsworth says these people can benefit greatly from integrating moderate exercise such as walking and bicycling into their daily routines, but if the environment is not right, it hinders them from doing so.

Wilkinson of the National Center for Bicycling and Walking seems confident that the momentum of this new focus on physical activity can put a dent in the status quo. "In my experience, public health people are agents of change; they are going to raise questions," he says, adding that transportation officials are generally much more conservative.

City planning and public health came of age together in the 19th century, when both movements worked to repair the worst ravages of the urban slums created by the Industrial Revolution. Euclidian zoning was originally a means of protecting the welfare of the public by separating their homes from noxious uses. For the last 50 years, however, the paths of public health and planning crossed less frequently. Now they converge again, as evidence mounts that suburban design has contributed to a host of health problems. ♦

EVENTS

APRIL 20-22

The Seaside Institute on Independent and Charter Neighborhood Schools takes place in Seaside, Florida. [Replaces previously scheduled: "Building and Rebuilding Traditional Neighborhoods."] Contact: (850) 231-2421 or www.theseasideinstitute.org.

APRIL 25-27

EnvironDesign5, an annual conference about promoting environmental stewardship and sustainability in corporate America, will be held in Atlanta, Georgia. Contact: (561) 627- 3393 or www.environdesign.com.

JUNE 13, 2001

The Grand Valley Metro Council's 8th Annual Growing Communities Conference will be held in Grand Rapids, Michigan. This year's conference, titled "Places, Streets and Community," introduces innovations in street design. Contact: (616) 776-7608, pmartin@gvmc.org, or www.gvmc.org.

AUGUST 16-18

The First National Congress of Pedestrian Advocates will be held in Oakland, California. Organized by America Walks, a national coalition of local advocacy groups, the event will offer training in advocacy, organizing and fundraising, and pedestrian design and safety. Contact info@americawalks.org, or see <http://americawalks.org/congress>.

AUGUST 17-19

The Seaside Institute on Traditional Neighborhood Housing: Great Houses for Great Neighborhoods takes place in Seaside, Florida. Contact: (850) 231-2421 or www.theseasideinstitute.org

**Well-Designed Communities –
The Health Connection**

Jane M. Moore, PhD, RD
Oregon Health Division

OHD, 2001

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- **Obesity Epidemic**
 - **Disease Burden of Inactivity**
 - **Importance of Health Promoting Community Environments**
- OHD, 2001

- **Obesity Epidemic**
- **Disease Burden of Inactivity**
- **Importance of Health Promoting Community Environments**

OHD, 2001

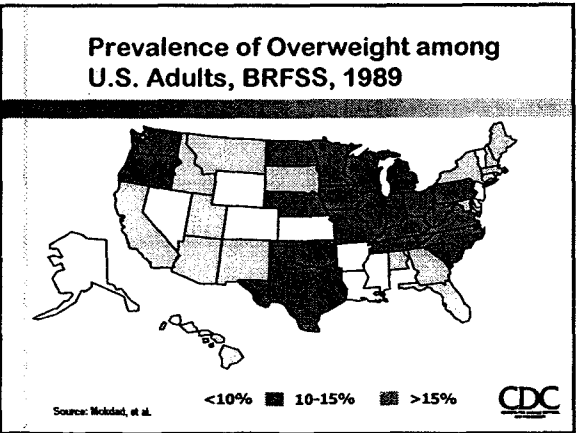
Prevalence of Overweight among U.S. Adults, BRFSS, 1989

Legend:

- <10%
- 10-15%
- >15%

Source: Mokdad, et al.

CDC
National Center for Chronic Disease Prevention and Control



Prevalence of Overweight among U.S. Adults, BRFSS, 1989

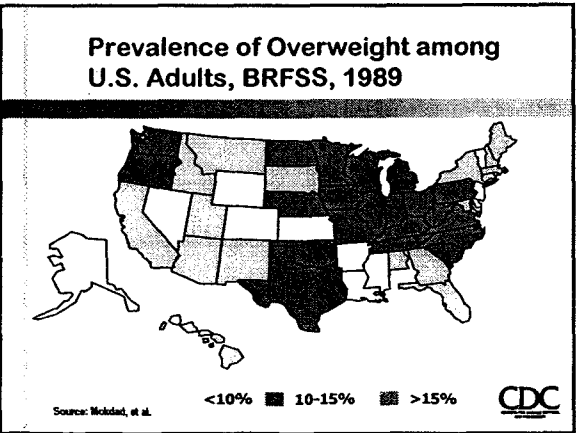
Source: Mokdad, et al.

CDC
DEPARTMENT OF HEALTH & HUMAN SERVICES

Prevalence of Overweight among U.S. Adults, BRFSS, 1989

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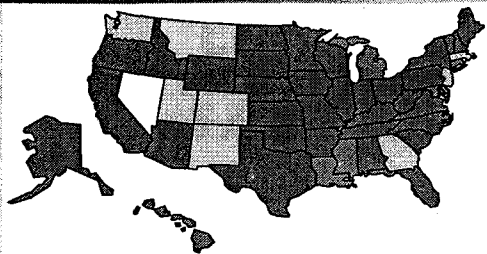
CDC
DEPARTMENT OF HEALTH & HUMAN SERVICES



Prevalence of Overweight among U.S. Adults, BRFSS, 1991

Source: Mokdad, et al.

CDC
NATIONAL CENTER FOR CHRONIC DISEASE PREVENTION AND CONTROL



Source: Mokdad, et al.

 <10% 10-15% >15%



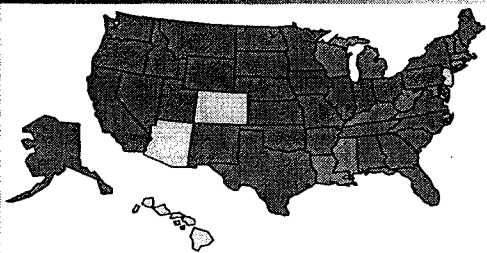
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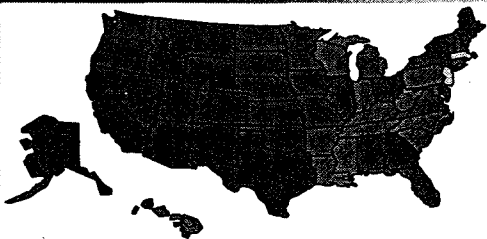
**Prevalence of Overweight among
U.S. Adults, BRFSS, 1993**

Legend:

- <10%
- 10-15%
- >15%

Source: Mokdad, et al.

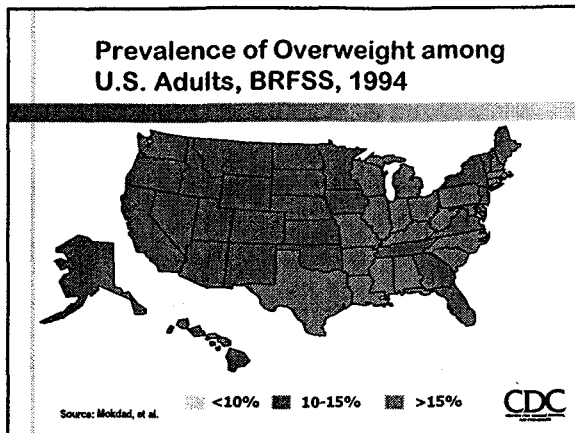
CDC
U.S. DEPARTMENT OF HEALTH & HUMAN SERVICES

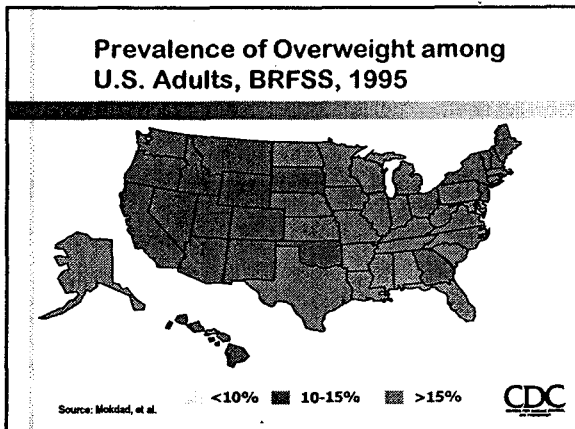


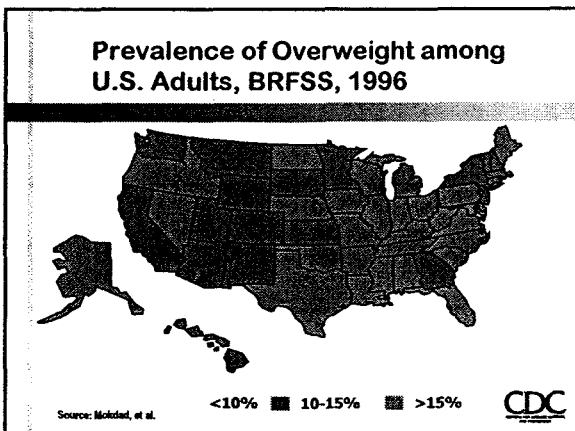
Source: Molodtsov, et al.

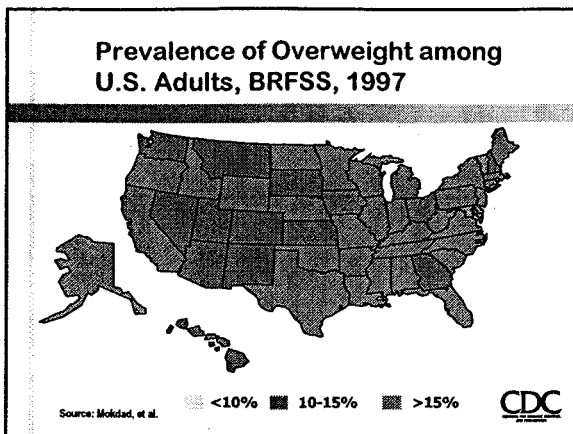
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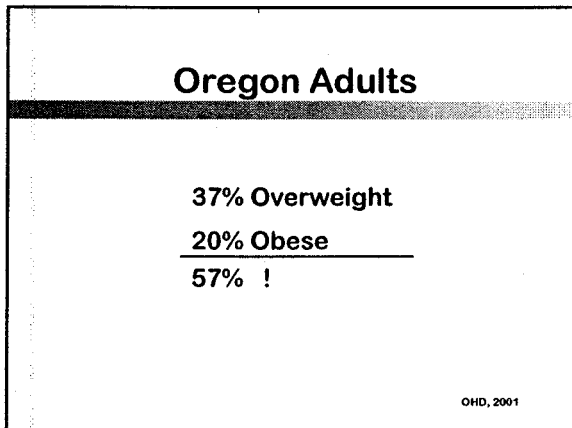


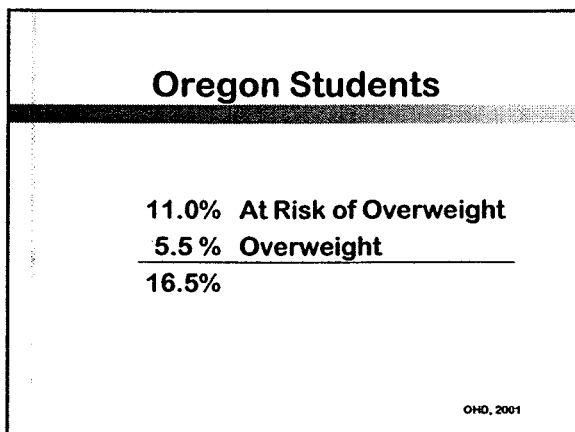












Obesity and Disease Risk

↑ Obesity = ↑ Diabetes
↑ High Blood Pressure
↑ Heart Disease
↑ Stroke
↑ Arthritis
↑ Asthma
↑ Cancers

OHD, 2001

Oregon Deaths

70% of Oregon deaths are due to chronic diseases:

- Heart Disease & Stroke
- Cancers
- Chronic Lung Disease
- Diabetes

OHD, 2001

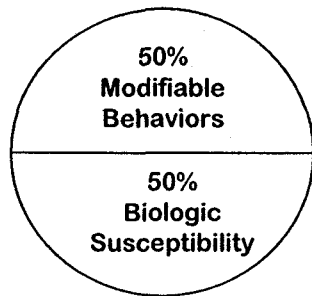
Oregon Medical Costs

\$1.04 billion in annual hospitalization costs for:

- Heart Disease & Stroke
- Cancers
- Chronic Lung Disease
- Diabetes

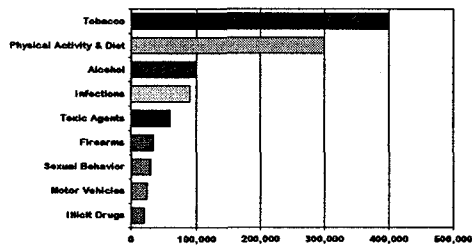
OHD, 2001

Risks for Chronic Disease Deaths



OHD, 2001

Modifiable Factors Associated with Deaths, US, 1990



Source: McGinnis, Foegle

OHD, 2001

Oregon Adults

- 20% report no physical activity
- 28% report 30 minutes/day, 5 days/week

OHD, 2001

Oregon Students

- 48% of high-school students report regular physical activity, 5 days/week

OHD, 2001

1996 Surgeon General's Physical Activity Recommendations –

- 30 minutes (cumulative)
- moderate level
- most days

Result: significant health benefits

OHD, 2001

Health Benefits

of moderate physical activity most days:

- ↓ death from cardiovascular disease
- ↓ death from all-causes
- ↓ onset of diabetes

OHD, 2001

Community Environments

"Changes in the community environment to promote physical activity may offer the most practical approach to prevent obesity or reduce its co-morbidities. *Restoration of physical activity as part of the daily routine represents a critical goal.*"

Dr. Jeffrey Koplan, Dr. William Dietz, CDC

OHD, 2001

Walking and Bicycling

"Automobile trips that can be safely replaced by walking or bicycling offer the first target for increased physical activity in communities"

Dr. Jeffrey Koplan, Dr. William Dietz, CDC

OHD, 2001

Active Community Environments

Places where people of all ages and abilities can easily enjoy walking, bicycling, and other forms of physical activity.

– CDC Initiative –

OHD, 2001

Oregon ACE Partners

- OHD
- ODOT
- PDOT
- Metro
- BTA
- WPC
- AHA
- Safe Kids Coalition
- DEQ
- Salem Public Works
- ODE
- OCPPA

OHD, 2001

Walking & Biking - US

- 6.4% of trips by walking, biking
- 31% of trips to school < 1 mile are by walking
- 2% of trips to school < 2 miles are by bicycling

Source: 1995 Nationwide Personal Transportation Study

OHD, 2001

Walking & Biking - Oregon

Portland Metro Area —

- 9.9% of all trips by walking
- 1.2% by biking
- school trips?

Metro Regional Transportation Plan

↑ Biking and Walking

- **Safe, accessible facilities**
- **Encouragement**

OHD, 2001

- **Safe, accessible facilities**
- **Encouragement**

OHD, 2001

Livable Communities

- Healthy Environment
- Stable Economy
- Healthy People

OHD, 2001

- OHD, 2001

BMI for Adults

What is Body Mass Index or BMI?

Body Mass Index or BMI (wt/ht^2), based on an individual's height and weight, is a helpful indicator of obesity and underweight in adults.

How to Determine BMI.

BMI can be determined by looking it up on a table. See back page.

How does BMI relate to health among adults?

BMI ranges are based on the effect body weight has on disease and death. A high BMI is predictive of death from cardiovascular disease. Diabetes, cancer, high blood pressure and osteoarthritis are also common consequences of overweight and obesity in adults. Obesity itself is a strong risk factor for premature death.

BMI Cutpoints for Adults

We interpret BMI values for adults with one fixed number, regardless of age or sex, using the following guidelines:

Underweight	BMI less than 18.5
Healthy Weight	BMI of 18.5 to 24.9
Overweight	BMI of 25.0 to 29.9
Obese	BMI of 30.0 or more

BMI compares well to body fat but cannot be interpreted as a certain percentage of body fat. The relation between fatness and BMI is influenced by age and gender. For example, women are more likely to have a higher percent of body fat than men for the same BMI. At the same BMI, older people have more body fat than younger adults.

BMI is used to screen and monitor a population to detect risk of health or nutritional disorders. In an individual, other data must be used to determine if a high BMI is associated with increased risk of disease and death for that person. BMI alone is not diagnostic.

Body Mass Index (BMI) Table

BMI	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
<i>Height</i>		<i>Weight (in pounds)</i>															
4'10" (58")	91	96	100	105	110	115	119	124	129	134	138	143	148	153	158	162	167
4'11" (59")	94	99	104	109	114	119	124	128	133	138	143	148	153	158	163	168	173
5' (60")	97	102	107	112	118	123	128	133	138	143	148	153	158	163	168	174	179
5'1" (61")	100	106	111	116	122	127	132	137	143	148	153	158	164	169	174	180	185
5'2" (62")	104	109	115	120	126	131	136	142	147	153	158	164	169	175	180	186	191
5'3" (63")	107	113	118	124	130	135	141	146	152	158	163	169	175	180	186	191	197
5'4" (64")	110	116	122	128	134	140	145	151	157	163	169	174	180	186	192	197	204
5'5" (65")	114	120	126	132	138	144	150	156	162	168	174	180	186	192	198	204	210
5'6" (66")	118	124	130	136	142	148	155	161	167	173	179	186	192	198	204	210	216
5'7" (67")	121	127	134	140	146	153	159	166	172	178	185	191	198	204	211	217	223
5'8" (68")	125	131	138	144	151	158	164	171	177	184	190	197	203	210	216	223	230
5'9" (69")	128	135	142	149	155	162	169	176	182	189	196	203	209	216	223	230	236
5'10" (70")	132	139	146	153	160	167	174	181	188	195	202	209	216	222	229	236	243
5'11" (71")	136	143	150	157	165	172	179	186	193	200	208	215	222	229	236	243	250
6' (72")	140	147	154	162	169	177	184	191	199	206	213	221	228	235	242	250	258
6'1" (73")	144	151	159	166	174	182	189	197	204	212	219	227	235	242	250	257	265
6'2" (74")	148	155	163	171	179	186	194	202	210	218	225	233	241	249	256	264	272
6'3" (75")	152	160	168	176	184	192	200	208	216	224	232	240	248	256	264	272	279

Source: Evidence Report of Clinical Guidelines on the Identification, Evaluation, and Treatment of Overweight and Obesity in Adults, 1998.
NIH/National Heart, Lung, and Blood Institute (NHLBI)

Active Community Environments

What are Active Community Environments?

Active Community Environments (ACES) are places where people of all ages and abilities can easily enjoy walking, bicycling, and other forms of recreation. These areas:

- Support and promote physical activity.
- Have sidewalks, on-street bicycle facilities, multi-use paths and trails, parks, open space, and recreational facilities.
- Promote mixed-use development and a connected grid of streets, allowing homes, work, schools, and stores to be close together and accessible by walking and bicycling.

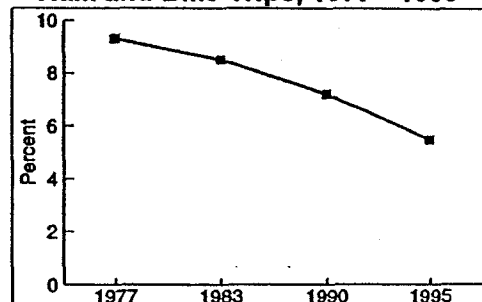
Most communities today were designed to favor one mode of travel—the automobile—and usually do not have many sidewalks or bicycle facilities. Building roads, schools, shopping centers, and other places of interest only for convenient access by cars often keeps people from safely walking around town, riding bicycles, or playing outdoors. This is one important reason why people in the United States are not as active as they used to be.

- Between 1977 and 1995, trips made by walking declined while driving trips increased.¹ (See charts at right.)
- One-fourth of all trips people make are one mile or less, but three-fourths of these short trips are made by car.¹
- Children between the ages of 5 and 15 do not walk or ride their bicycles as much as they used to (40% less from 1977 to 1995).¹ For school trips one mile or less, only 31% are made by walking; within two miles, just 2% of school trips are made by bicycling.²

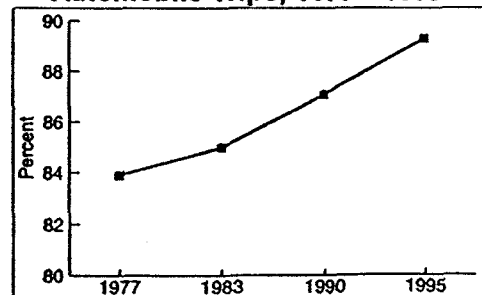
These trends pose an important public health problem when the effects of physical inactivity and excess weight are considered.

- Physical inactivity and unhealthy eating are risk behaviors that contribute to at least 300,000 preventable deaths each year.³
- Almost a third (29%) of adults get little or no exercise (they are sedentary), and almost three-fourths (73%) are not active enough.⁴ (Engaging in 30 minutes of physical activity at least 5 days per week is recommended.)
- More than 3 in 10 adults are overweight.⁴
- More than a third (36%) of young people in grades 9-12 do not participate in vigorous activities 3 or more days a week,⁵ and one-fourth (25%) of those aged 6-17 are overweight.⁶

Walk and Bike Trips, 1977—1995



Automobile Trips, 1977—1995



What are the benefits of Active Community Environments?

ACES have the potential to help people be more physically active. This is because they give people more (and safer) places to walk, ride bicycles, and enjoy other recreational activities.

- People are more active in neighborhoods that are perceived as safe. Of those who report living in unsafe neighborhoods, about half of women and the elderly are inactive.⁴
- In neighborhoods with square city blocks, people walk up to three times more than in neighborhoods with cul-de-sac streets or other features that keep streets from connecting.⁷
- Up to twice as many people may walk or cycle in neighborhoods that are transit-oriented than in neighborhoods that are auto-oriented.^{7,8}
- People are more likely to be physically active if they have recreational facilities close to their homes.^{7,8}

What is CDC doing to promote Active Community Environments?

CDC and its Division of Nutrition and Physical Activity are taking the lead in promoting ACES. Their activities include:

- Development of a guide (KidsWalk-to-School) to promote walking and bicycling to school.
- Collaboration with public and private agencies to promote National and International Walk-to-School Day (www.walktoschool-usa.org and www.iwalktoschool.org).
- Development of an ACES manual to help state and local public health workers develop similar initiatives.
- A partnership with the National Park Service's Rivers, Trails, and Conservation Assistance Program to promote the development and use of close-to-home parks and recreational facilities (www.nrcr.nps.gov/rtca/index.htm).
- Collaboration on an Atlanta-based study to review the relationships of land use, transportation, air quality, and physical activity.
- Collaboration with the Environmental Protection Agency on a national survey to study attitudes of the American public toward the environment, walking, and bicycling.

References

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3. McGinnis JM, Foege WH. Actual causes of death in the United States. *Journal of the American Medical Association* 1993; 270: 2207-12.
4. BRFSS (1996 & 1998). *Behavioral Risk Factor Surveillance System-United States, 1996 and Behavioral Risk Factor Surveillance System-United States, 1998*. Atlanta: U.S. Department of Health and Human Services and Centers for Disease Control and Prevention.
5. Centers for Disease Control and Prevention. *CDC Surveillance Summaries*. August 14, 1998. *MMWR* 1998; 47 (No. SS-3).
6. Troiano RP, Flegal KM. Overweight children and adolescents: description, epidemiology, and demographics. *Pediatrics* 1998; 101 (3): 497-504.
7. Rutherford GS, McCormack E, Wilkinson M. Travel impacts of urban form: implications from an analysis of two Seattle area travel diaries. Presented at the TMIP Conference on Urban Design, Telecommunications and Travel Forecasting.
8. Cervero R and Gorman R. Commuting in transit versus automobile neighborhoods. *Journal of the American Planning Association* 1995; 61: 210-225.

For more information...

Write to:
National Center for Chronic Disease
Prevention and Health Promotion
Division of Nutrition and Physical Activity
Physical Activity and Health Branch
Active Community Environments (ACES)
Initiative
4770 Buford Highway, N.E., MS/K-46
Atlanta GA 30341-3717

Web site:
www.cdc.gov/nccddphp/dnpa/aces.htm



Focus on

**Livable
Communities**

Walking is key to staying healthy.

- ▶ Regular physical exercise is a vital part of maintaining our health and well being. Yet we are walking an average of eight miles less per day than our forebearers. Instead, our time is spent behind the wheel. On average, U.S. households make 12 auto trips a day.
- ▶ One-fourth of all trips are less than one mile, yet three-fourths of these trips are made by car.
- ▶ Car dependence is damaging our health. Poor diet and lack of exercise is now second only to cigarette smoking as a leading cause of death in the United States.



**Local Government Commission
Center for Livable Communities**

1414 K Street, Suite 250
Sacramento, CA 95814-3966
tel (916) 448-1198
fax (916) 448-8246
web www.lgc.org

Why People Don't Walk and What City Planners Can Do About It

Why are we driving everywhere instead of walking?

Our communities are designed so that we have no other choice!

The following pairs of photographs illustrate **barriers** in current land use patterns that keep us from walking alongside **solutions** that demonstrate more pedestrian-friendly alternatives. Which land use patterns would you like to see in your community?

BARRIERS



▶ No through streets or walkways

Walking is made difficult when streets look like spaghetti and there are no paths that take you directly to your destination.



▶ Large-lot or strip development

It is unlikely that anyone would walk from McDonald's to the bank. Buildings are too spread out.

SOLUTIONS



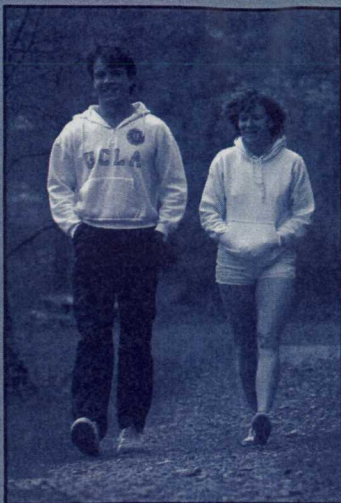
▶ Through streets

Streets or paths which connect to multiple destinations encourage walking. In these neighborhoods, people walk up to 3 times as often.



▶ Compact development

Compact development makes walking possible because destinations are closer to one another and the walk is more interesting.



“Changes in the community environment to promote physical activity may offer the most practical approach to prevent obesity or reduce its co-morbidities. Restoration of physical activity as part of the daily routine represents a critical goal.”

– Dr. Jeffrey Koplan
and Dr. William Dietz,
Centers for Disease Control

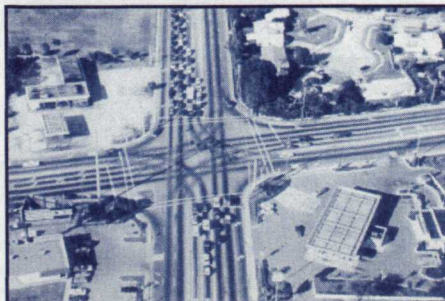


BARRIERS



Dead wall space

In many areas, it doesn't feel safe to walk. People feel vulnerable when there is no one around.



No crosswalks

It's often too hard to walk across the street to get where you want to go. It's much easier to drive.



Long blocks

Long blocks are inconvenient for pedestrians who want to travel efficiently between destinations.



Unappealing walks

A path like this one is infrequently used except by those without options.

SOLUTIONS



Windows on the street

Windows and people along the street create a safe and pleasant place to walk.



Crosswalks

Well-marked crosswalks help the pedestrian feel safer when crossing a wide street.



Short blocks or mid-block alleys and paths

Mid-block crossings make walking more convenient.



Interesting or beautiful walks

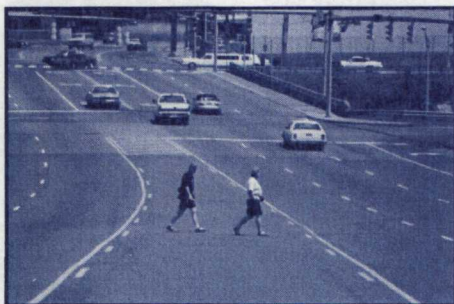
Amenities such as landscaping encourage pedestrian use.

BARRIERS



Wide, unshaded streets

Wide, unshaded streets look unappealing to the pedestrian and encourage cars to speed. In the summer, these streets are hot.



Wide streets with no medians

Walking across a wide street is unappealing and extends pedestrians' exposure to traffic hazards.



Large shopping malls

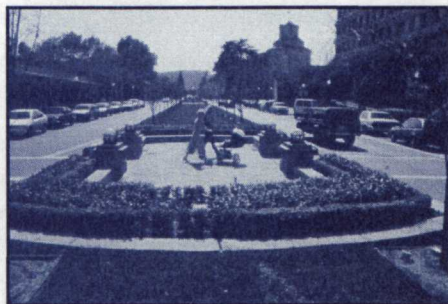
A California Air Resources Board study shows that 99% of the shoppers drive to malls like this.

SOLUTIONS



Narrow, shaded streets

Narrow, shaded streets can slow down the cars and be up to 10 degrees cooler, making walking far more pleasant.



Streets with medians

Adding a street median will make it more pleasant and safe to cross the street.



Downtown shopping

60% of the people who shop in this mall located in downtown San Diego either walk or take transit.

Resources

The resources listed below will be helpful to you and your city planners. Call the Local Government Commission for additional help, (916) 448-1198.

Ordinances. The LGC maintains a collection of the nation's best mixed-use ordinances and traditional neighborhood development ordinances.

Policies. "Portland Pedestrian Design Guide," City of Portland, June 1998. Call the Pedestrian Transportation Program, (503) 823-7004.

"Pedestrian Level of Service," City of Fort Collins. Contact: kreaavis@ci.fort-collins.co.us.

Downtowns. The National Main Street Center can assist communities interested in downtown revitalization. Contact: (202) 588-6219; www.mainst.org. In California: California Main Street, (916) 322-5003.

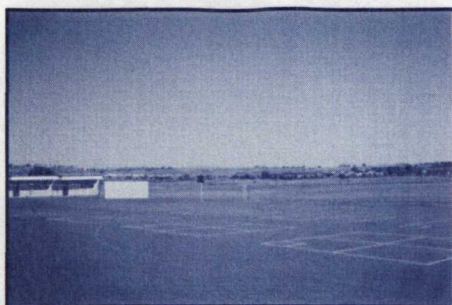
Urban Design. The Congress for the New Urbanism has resources and referrals to architects, planners, and urban designers who design walkable environments. (415) 495-2255; www.cnu.org

LGC Guidebooks:

"Street Design Guidelines for Healthy Neighborhoods," by Dan Burden, 1999.

"Streets and Sidewalks, People and Cars: The Citizens' Guide to Traffic Calming," by Dan Burden, 2000.

BARRIERS



Isolated schools

Increasingly, schools are being put on the edge of existing development, making driving unavoidable.



Isolated recreational areas

It is likely that children will need to be driven to this recreational area.



Isolated grocery stores

People must drive to stores like this, even if they simply need a carton of milk!



Isolated office buildings

No pedestrian access here! In 1990, only 4% of Americans walked to work.

SOLUTIONS



Neighborhood schools

When schools are integrated into the neighborhood, children can walk or ride a bike.



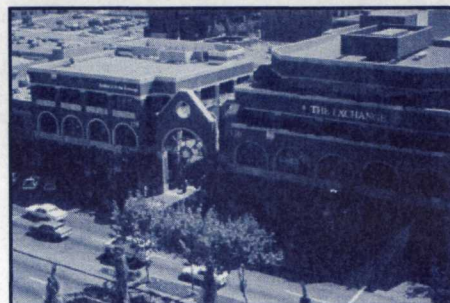
Neighborhood parks

Neighborhood parks allow kids to be more active when they are in their own neighborhood.



Neighborhood grocery stores

A neighborhood store allows family members to pick up daily needs by walking.



Downtown or neighborhood

This office location allows people to walk to work and go to lunch without climbing in a car.

Planning for Walking

Focus on Livable Communities

Create a walkable environment and the community will reap the benefits:

- Walkers bring business to shop owners.
- Walkers interact with neighbors, building a sense of community.
- Walkers teach children traffic safety skills.
- Walkers don't pollute the air.
- Walkers don't clog the roads.
- Walkers get energized and improve their fitness.
- Walkers who are seniors live longer than those who are sedentary.
- Walkers make our communities more livable.

Most planning decisions are made at the local level by your city or county. Form coalitions to work with your county supervisor, mayor, or city council members, planning commission members, and planning or public works staff.

This project is funded by the Physical Activity and Health Initiative, California Department of Health Services under a Preventive Health Services Block Grant from the U.S. Centers for Disease Control and Prevention. Work performed as part of a UC San Francisco contract.



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION

The Equitable Center, Suite 100

530 Center Street NE

Salem, Oregon 97301

503-399-5749

Fax: 503-399-5838

March 7, 2001

IN REPLY REFER TO

HPL-OR

720.100

Mr. Bruce Warner, Director
Oregon Department of Transportation
355 Capitol Street N.E., Room 135
Salem, Oregon 97301-3871

Dear Mr. Warner:

RE: Oregon Highway Plan Alternative Mobility Standards

At their December 13, 2000 meeting, the Oregon Transportation Commission amended the 1999 Oregon Highway Plan (OHP) and approved interim alternative mobility standards for portions of the Portland and Medford areas. We understand that alternative standards may also be considered for other areas in the future. As you know, the revision of these standards is not subject to direct Federal approval. We appreciate the fact that, even though Federal approval was not required, the Oregon Department of Transportation (ODOT), Metro and the Rogue Valley Council of Governments included our office in the discussions that preceded these actions.

Although the revised mobility standards do not require Federal approval, the operation of the National Highway System (NHS) and the protection of the Federal investment in the entire Federal-aid Highway System is an item of great Federal interest. The revised standards raise several important questions and issues that must be addressed if ODOT is to preserve and maximize the operational capacity and safety of the National Highway System, especially the Interstate Highway System.

We fully support Oregon's land use laws and recognize the relationships between land use decisions, such as Oregon's urban growth boundaries, and transportation decisions. Certainly

March 7, 2001

Oregonians have always been proud of their "quality of life" and the vision statement of the OHP recognizes the key role that highways play in supporting livability and environmental goals. Transportation safety and operational efficiency are also "quality of life" issues of particular concern to both ODOT and FHWA. Therefore, we appreciate your cooperation in addressing these questions and assisting this office as we attempt to formulate our response to these new mobility standards.

As a first step we suggest a meeting between representatives of our respective offices and the impacted MPOs to further define these issues and perhaps to prioritize them for more "in depth" review. Mr. Fred Patron (503-399-5749) will be coordinating this effort at FHWA. Please contact him at your earliest convenience.

Sincerely,

A handwritten signature in dark ink, appearing to read "D.O. Cox", with a stylized flourish at the end.

David O. Cox
Division Administrator

Cc:

Metro (Andy Cotugno)
RVCOG (Dan Moore)
LCOG (Tom Schwetz)
SKATS (Richard Schmidt)
DLCD (Bob Cortright)

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DATE 5-10-01

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✓ Beckie Lee

Comm. Cruz's org., Mc.

✓ Nina DeConcini

~~Attn: DeConcini~~ DEQ

✓ Judy Edwards

Westside Transp. Alliance

✓ Victoria Brown

Tualatin TMA + Chamber

✓ STEPHAN LASHBROOK

CITY of WILSONVILLE

✓ Deb Walla

WSDOT

✓ Steve LKelley

Wash Co

✓ ~~John~~ Loringbill

✓ TC

✓ BOB QUIGANS

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✓ Martha Bennett

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